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Toy Trains

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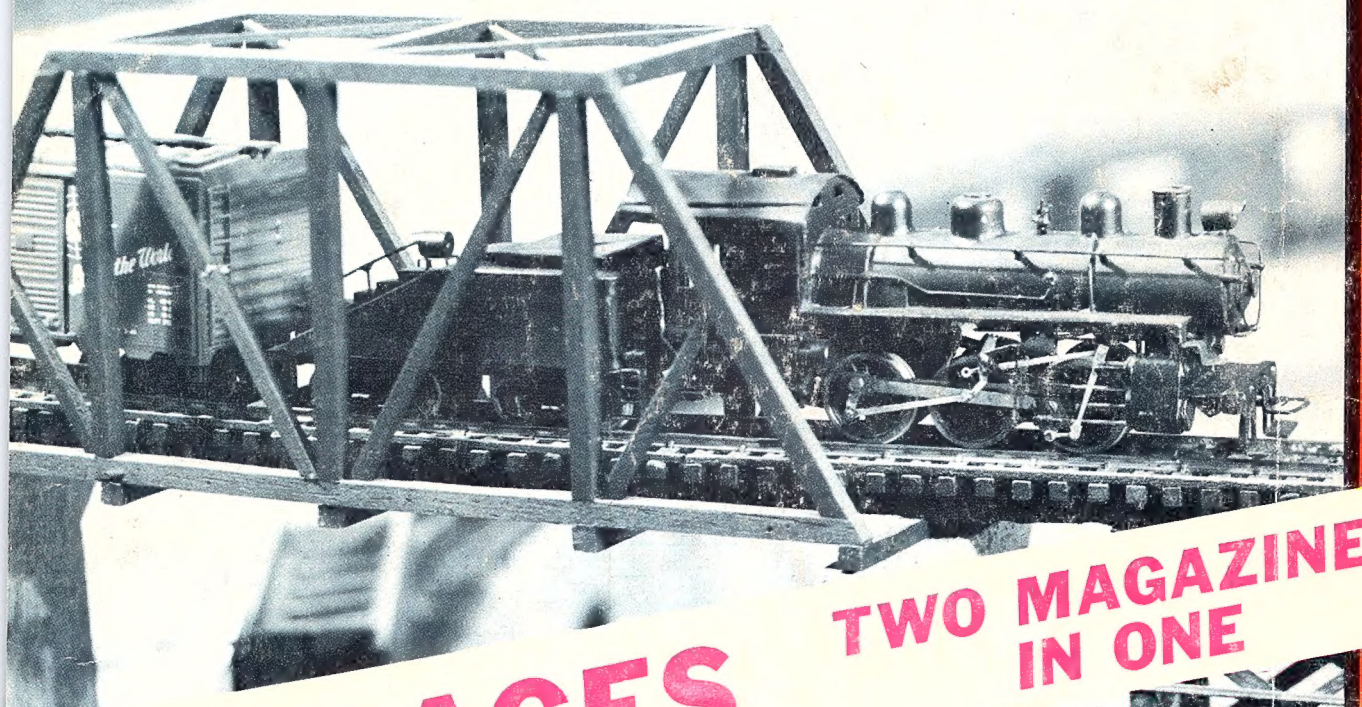
JANUARY 1957

RAILROAD MODEL CRAFTSMAN

JANUARY 1957
50 CENTS



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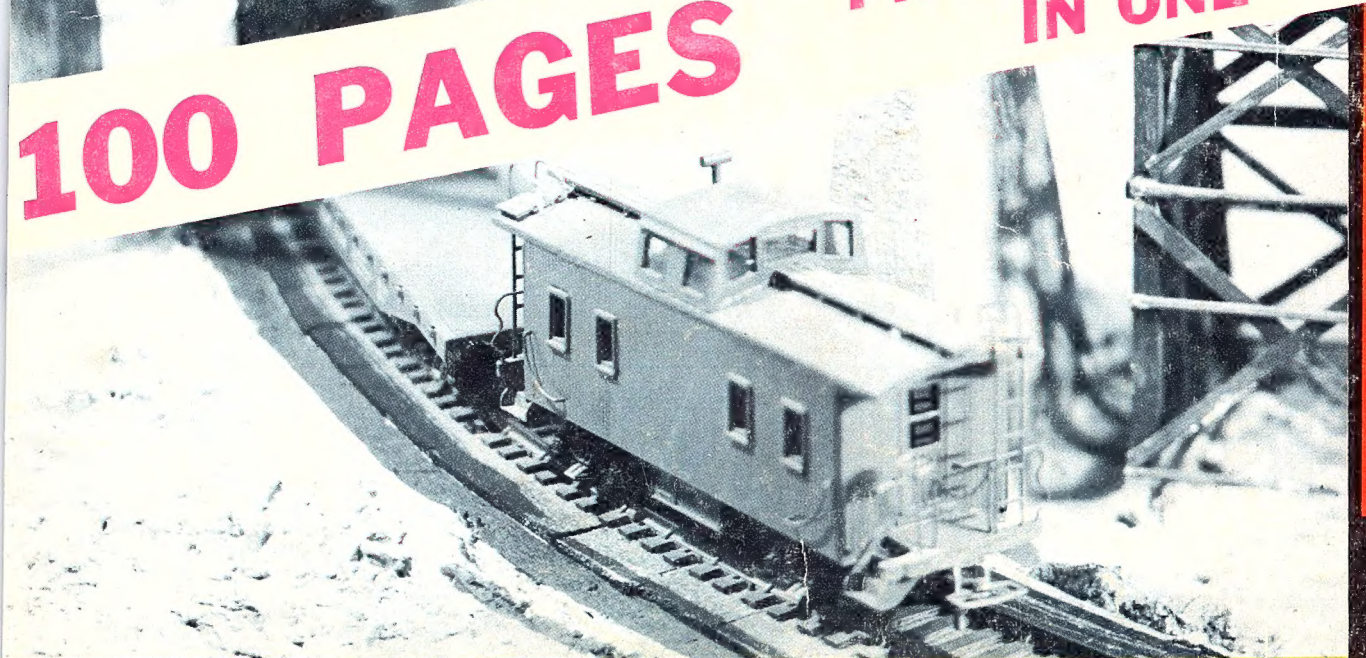

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Every freight and Passenger Kit made available at The Hobby House. We've Athearn, Ambroid, Authenticast, Bilnoco, Cliff Kline, Central Line, Herkimer, J-C, Laconia, Main Line, Mantua, Roundhouse, Ulrich, Varney, Walthers, Ayres, Kemtron, Int, LW, Suydam.
Consult any ad (preferably our HO) catalog.

SCENIC ACCESSORIES for HO

See Page 1 & HO Money Savers. Plus these:
Hedge, green or flowered, 6 pcs. ..... .98
Ornamental Flowers, 6 asstd. bags ..... .98
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Switch Machines for switches:
Kits economy machine **1.35**; Polaris for HO **2.25**
Our inventory—legend to model RRers everywhere.
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Finest DC packs made. Add to as pike grows! And now more expensive. **C-25 Pack**—12 volts at 2½ amps. DC; 16 volts at 2½ amps AC; complete unit w/built-in 4½" terrific throttle handle, rotary reversing switch w/center off & on-off toggle switch. Ample for 3 or 4 trains. Has controlled DC output; uncontrolled DC for added controls (see below); AC for accessories; DC for reverse loops, etc. Actually cheap! **25.50**
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Similar units available now for O gauge scale. **Complete stock of all Marn-O-Power Equipment.**

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Complete Lines too of Leighton Paige.

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65	Passenger Station Shed	2.95

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HO59	Ranch House	.59
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All beautifully painted. Most available in sets.
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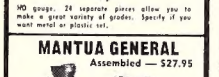

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DPST - .80; DPDT or SPDT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN & GLOBE

STREAMLINERS (PLASTIC):

Coach or Baggage - Mail ..... .98
Painted S.F. or PA. 1.98
Vista Dome or Observation 1.29
Painted S.F. or PA. 2.29
40' BOX CARS ea. 2.50
El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; C&EO; C&EI; C&NW; CN; CP; Erie; FEC; GM&O; GN; IC; MP; MKT; MP; Monon; NYNH&H;PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS ea. 2.95
B&O Sentinel; B&O Time Saver; C&O Luminous; NYC Pacemaker; SP Overnight; Timken RR Red Yellow or Silver; W.P.; MP; NC & ST.L.; ST. of Me.
50' AUTO ea. 2.75
Super Chief; El Capitan; Scout; Grand Canyon; Monon; KCS; SSW; MKT; Chief A.T.S.F. Etc.
40' FLAT CARS ea. 1.85
C & NW; Cinchfld; Grand Trunk
50' FLAT CARS ea. 1.95
Southern; U.P.; Erie
REEFERS ea. 2.75
MDT; Ill. Cent; Burl; Art; NP; Armour; FDEX; ART/MP; WFE; PFE; Swift; SpM.
Rd. Roof Cars; 40' Box ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Penny; SAL; N&W
TANK CARS (1 Dome) ea. 2.50
Mobilgas; SP Gas; SP Diesel; UP; Shell; Trans; Roller Freight
TANK CARS (3 Dome) ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS (Shorty) ea. 2.40
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GN Caboose 3.95
G.N. Express or Unicel Reefer 3.50
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Watermelon Car 3.00
Open Platform Coach, Baggage or Combination Car ea. 3.95

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Flat Car 2.25 Gondola 2.35
High Side Gondola 2.45
Hopper Bottom Gondola 2.55

BINKLEY MODELS

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1870 Baggage Mail 4.50
1900 Chair Car 5.50
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D & RGW Wood Stock Car 5.95
M.P. & A.T.&S.F. Wood Stock 3.10
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B - 13.95 Dummy B 4.95
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Powertruck for RDC 12.95

MANTUA

Shark Nose Rd. Diesel A or B Unit 14.95
Shark Nose B Dummy 7.95
Shark Nose Dual Drive 9.95
Booster — 9.95 Shutter 15.95
Valve Gear Kits - 2.95 Assmbld. 4.95
Little Six — 12.95 Big Six 17.95
Pacific — 24.95 Mikado 27.95
Trolley — 8.95 General 19.95
Roundhouse Goat 24.50
Mogul or Belle of 80's ea. 29.50

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Consolidation 32.50 Mikado 34.50
GG1 — 34.95 Decapod. 34.50
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Brill Trolley - 17.95 IRR Trailer 12.50

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O-4-O Dockside 15.00
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GM 1000hp Diesel Switcher 19.75
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MODEL DIE CAST 4-4-2 Atlan. 24.95
MODEL DIE CAST Yd. Hog 0-6-0 ..... 14.50
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MISCELLANEOUS

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Powerpacks: Hustler 10.95
Varney, Hobbyline or Tyco ea. 9.95
Tyco Master Pack 19.95
K&O Choo Choo Pack 7.95
HO Rheostat (Ohmite MT-40) 7.95
Lever Action Rheo (Bob Pearo) 5.45
Circuit Breakers 3 or 5 amps. ..... .50
Jiffy Switch Controller 2.25
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
Toggle Switches: SPST ..... .70
DPST - .80; DPDT or SPDT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN & GLOBE

STREAMLINERS (PLASTIC):

Coach or Baggage - Mail ..... .98
Painted S.F. or PA. 1.98
Vista Dome or Observation 1.29
Painted S.F. or PA. 2.29
40' BOX CARS ea. 2.50
El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; C&EO; C&EI; C

REEFERS ea. 2.95
AT&SF; Green Bay & West; Oscar Mayer; Swift; No. Pac.; MDT (NYC); C.&.R.
HOOK CARS ea. 2.95
Bunk; Commissery; Supply; Engineering
CABOOSE CARS ea. 3.25
B.O.; SP; UP; Frisco
Caboose Cars ea. 3.50
Bay Window; MP Drovers; Combination
ULRICH
COMPOSITE GONDOLAS ea. 2.50
Rt.; JC; LV; Pa; N&W; ATSF; NYC
GEN. SVC. GONDOLAS ea. 2.90
SP; UP; Utah Coal; Great Northern; M & St.L; Soo
OUTSIDE BRACED BOX ea. 2.90
SP; Pere Marquette; B&M; GN; D&H; ATSF; Den. & Rio; L. & Ark.
BRACED CATTLE CARS ea. 2.75
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WOOD SIDE BOX CARS ea. 2.50
Texas & Pac; Delaware; Lack. & Western
FLAT CARS ea. 2.25
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VARNEY
Aerotrain Coach .79 Observ. .99
Finished; Coach 1.79 Observ. 1.99
40' FLAT CARS ea. 1.90
Pa., S.P., A.T.S.F., NYC, No. West
TANK CARS ea. 2.50
Sinclair; UTLX; Texaco; GATX, ATSF, Koppers or Carbide & Carbon ea. 2.25
REFRIGERATOR CARS ea. 2.25
Beers; Blatz, Pabst, Schlitz, Can. Nat'l; Me.Pot; Burl; MDT; Gerbers Baby Fds; NP; St. Louis; Wabash Flag; ART; SF El Capitan; PFE; Old Dutch Cleanser; Fairmount Butter; Carnation Milk.
COVERED HOPPERS ea. 2.25
Monon; NY; NH; Plate; Pa; Del & Hud.
HOPPER CARS ea. 2.25
Va; Pa; Burl; SP; C & El; C of Ga.
GONDOLA CARS ea. 1.90
Pa; SP; D&RG; Mich; EJ&E
FLAT CARS ea. 2.45
U.P.; Pa., B&O, S.F., No.Pac., EJ&E
BOX CARS ea. 2.50
B&O "Time Saver Svc"; Penn "Merchandise Svc"; Mo. Pac; Frisco Fast Freight; Katy; W.P.; Pac. Fruit "Feather"; NYC "Pacemaker"; NC & St. Louis "Dixieland"; Santa Fe "Super Chief"; Un. Pac. Lackawanna; West India Fruit
CATTLE CARS ea. 2.25
Pa; NYC; SF; UP; I.C.; ACL; T & NO
MISC. CARS (VARNEY)
Std. Caboose 3.25 Bay Window 3.50
3 Ore Car Train 2.90
Auxiliary Water Tank Car 2.25
MISCELLANEOUS
Wrecking Crane (Athearn) 8.50
Pulpwood Car (Athearn) 2.25
Track Cleaning Car (Ulrich) 1.75
ULRICH TOP-TRAILERS ea. 2.50
Riss: Mid-States; Ass. Transp; Den. Chicago; Gerr; P.I.E — FLAT BED:
Mack P or Male; Kenworth.
Dump Tractor-Trailer (Ulrich) 2.75
Shorty Caboose (M.E.W.) 2.95
Associated Transport 2.50
Mow Line Buggy 2.50
Thomas Wine Car 3.25
Ribbon Rail Track Cleaning Car 4.95

HO CAR PARTS

COUPLERS & RAMPS

Rail Line NMRA std. couplers..pr. ..... .35
Rail Line (above) w/dr. gear..pr. ..... .50
Varney Uncoupling Ramp ..... .35
Varney Dummy Unit w/draft 1.15
Mantua Freight .35 Passar. ..... .50
Mantua Freight (metal cars) or ..... .25
Mantua Uncoupling Rama ..... .50
Varney Automatic .20 Brass ..... .30
New Varney Ramp ..... .15
Kadee .40 or (Draft Gear ..... .50
Kadee Uncoupling Ramp ..... .25
Kadee Control Button 1.35
HObbyline Couplers (Plastic)...pr. ..... .25

TRUCKS

Kadee Talgo Trucks ..... pr. 1.30
Mantua Talgo Pass. ..... pr. 1.95
Mantua Talgo' Trucks ..... pr. 1.25
Varney (Nylon) ..... pr. .50
Silver Streak (Metal) ..... pr. .85
Mantua Bettendorf ..... pr. .75
Athearn Bettendorf, Arch Bar or Andrews Types ..... pr. .85
Athearn Symington ..... pr. 1.00
Athearn Buckeye 6 Wheel ..... pr. 1.95
CV Fox 30 or 40 ton ..... pr. 1.25
CV Arch Bar Short Wheelbase ..... .85
CV 6W Riveted or Cast Frame 2.25
CV 4W Riveted Frame, Standard or Streamliner Types 1.95

HO TRACK PRODUCTS

ATLAS

Curvable Track, 3 Ft. Section ..... .75
Switch Kits Y, 4, 6, 8-LH or RH 1.25
Switch Kits Y, 4, 6, 8 LHorRH 1.95
Custom-Line Switches Y, 4, 6 LorR 2.50
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Switch Mach. Manual .60; Remote 1.75
Rail Joiners, Brass ..... .50
Plastic Insul. Rail Joiners .12 ..... .15
Cork Roadbed or Switch Blocks ea. ..... .35
Tie Strip ..... 25 Ft. 1.50
Switch Tie Strip ..... 10 Ft. 2.00
Double Tie Strip ..... 10 Ft. 2.50
HO Brass Rail ..... 99 Ft. 3.75

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Snap-Track Straight 9" Sections or Curved (15", 18" or 22" Rad.) ea. 25
Auto. Snap Switch R.H. or L.H. 4.50
Manual Snap Switch RH or LH 2.95
Bumper .49; Control Box 1.00
Girder Bridge 1.75
90° Snap-Crossing 2.25
Terminal Sect. Stra't or 18" Curvd. ..... .75
Re-Railer on Snap-Track ..... .60

TRU-SCALE READY-TRACK

Straight 2' lengths $1.00; Curved 16" 18" 20" radius ea. .75; Full circle $6.00
Full Circle: 22" - 6.65 — 24" 7.30
26" - 7.95; 28" 8.60
Show-Off Track: 15" - 6.95 30" 8.95
MOUNTED TURNOUTS TIED ea. 3.35
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Hi-Speed 4, 6, 8 RH or LH 5.95
Scissor Crossover 486, RH or LH 17.95
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MISCELLANEOUS

Lifting Kit for Pass. Cars 1.75
Terminal Connector (Mantua) ..... .50
M. H. P. Diaphragms ..... pr. .65
HO Ballast, Gravel, Grass, Earth, Coal, Scenic Sand ..... ea. .35
Tracklayer Spikes ..... .60
Spikes (Ofhett Hd.—Steel) pkge. ..... .50
Slide Switch ..... .25
Kurtz Kraft Semaphore 2.25
Kurtz Kraft Crossing Gate 1.95

TURNTABLES

Ideal 11.95
Rabico Gallows 3.95

M. E. W. Ground Throw ..... .75
Kurtz Kraft K5 ..... 2.50

TOOLS

Coupler Ht. Gauge .35; Kadee 1.00
Track Gauges: Troxel Brass ..... .85
Mantua - .40; MEW .35; Varney ..... .30
M. E. W. Track Layer 1.25
Gaunt Spiker ..... .75
Lindsay Magnetic Rail Spiker 3.35
Mantua Re-Railer ..... .35
Varney Re-Railer .25 Permanent ..... .69
Glock Oil ..... .25 Spindle Oil ..... .25
Velvespout No 3 Precision Oiler 1.00
Scale Ruler (HO) Steel ..... .45 and .65
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panel mount, 2¼" square with bracket. An AHC super special

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61-80 CARBON DRILL SET with Must Case. Of good quality.

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HO SWITCH MACHINES

Positive spring toggle action. A real "buy" at this low price!

98¢

4 for $1.00
10 for $2.00

SPECIAL BUY! Control panel and track diagram INDICATOR LAMPS. A real bargain!

SWITCH CONTROLLERS Complete with 2 colored G.E. miniature bulbs, mounting screws, number strips, full instructions, etc. Reg. 98c each **2 for $1.59**

TOGGLE SWITCHES

SPST 29c
DPDT center off 98c

AHC CORK SWITCH BLOCKS for No. 4 or 6 switches (LH or RH). Extra wide to fit switches with built-in switch machines.

Reg. 35c **30c**

PEA LAMPS . . . 12 volt with leads. Choice of Red, Green, Amber or White **10 for $1.25**

3 for 49c

HO MISCELLANEOUS

SWITCH MACHINES

Klick - 1.35 Challenger 3.50
Polaris (Exposed or Concealed) 1.75
Turbo Jet 1.50
Walthers TS-5 ..... 2.25
Lindsay - 2.95 Mini-Switch 1.95
Jiffy Switch 2.25; Tru-Scale 1.95
Kurtz Kraft K4—1.50; Economy ..... .98

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Straight 3 Ft. ..... .45 ..... .33
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24" Radius ..... 3.15 ..... 2.40
26" Radius ..... 3.40 ..... 2.60
28" Radius ..... 3.65 ..... 2.80
30" Radius ..... 3.90 ..... 2.95
32" Radius ..... 4.15 ..... 3.15
34" Radius ..... 4.40 ..... 3.35
36" Radius ..... 4.65 ..... 3.55
Switch Kits: Y, 4, 6, 8 RHorLH ea. 1.25

HO MISCELLANEOUS

SWITCH MACHINES

Klick - 1.35 Challenger 3.50
Polaris (Exposed or Concealed) 1.75
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Walthers TS-5 ..... 2.25
Lindsay - 2.95 Mini-Switch 1.95
Jiffy Switch 2.25; Tru-Scale 1.95
Kurtz Kraft K4—1.50; Economy ..... .98

BLDGS. & STRUCTURES

ALEXANDER

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Walther Catalog or Book Pearce ..... .50
Penn Line Model Die Casting ea. ..... .25
Varney, Athearn, Hobbyline, Tru-Scale, Selley, Suydam, Faller, Ayres, Ulrich, Pioneer, Summit, Model Rectifier, Silver Streak, Alexander, Ambroid Binklex, Weston ea. ..... .10

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Walther Catalog or Book Pearce ..... .50
Penn Line Model Die Casting ea. ..... .25
Varney, Athearn, Hobbyline, Tru-Scale, Selley, Suydam, Faller, Ayres, Ulrich, Pioneer, Summit, Model Rectifier, Silver Streak, Alexander, Ambroid Binklex, Weston ea. ..... .10

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Farm; Lake; Town Scene; Mountain.
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Flowers Climbing ..... .98
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Rust Preventative ..... .98
410 M RR. COLORS ea. ..... .50
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Athearn "Conductor" Set Shown Here

ATHEARN (GLOBE) ORDER FROM AHC

THE ENGINEER. Diesel Freight Set. Includes: Diesel "A" Unit Powered, 4 Freight Cars, Caboose, 12 sections of Snap-Track, Rerailer Track Section and Terminal Track Section. Order-By-Mail from AHC Only $14.95

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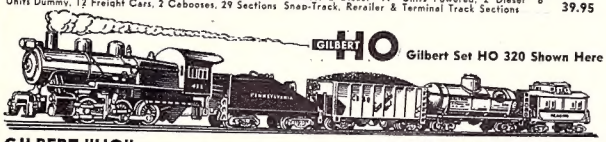
THE TRANSCONTINENTAL. Dual Diesel Freight Set. Includes: 2 Diesel "A" Units Powered, 2 Diesel "B" Units Dummy, 12 Freight Cars, 2 Cabooses, 29 Sections Snap-Track, Rerailer & Terminal Track Sections 39.95



Gilbert Set HO 320 Shown Here

GILBERT "HO" ORDER FROM AHC

DIESEL FREIGHT SET (HO310). Includes: EMD F-3 Freight Engine, 2 Freight Cars and Caboose, 12 Curved Snap-Track, Terminal Straight, Uncoupling & Rerailer Sections. B Unit Dummy Available, Add $4.95. $27.95

ALCO DIESEL FREIGHT SET (HO325). Includes: New DL-600 Alco Road Switcher with 12 Wheel Drive, 3 Freight Cars, Caboose and 16 Sections of Snap-Track (same as 310 above). Order by Mail from AHC 42.50

PENNSYLVANIA SWITCHER SET (HO320). Includes: Pennsy Steam Type Switcher (loco puffs smoke, makes choo-choo sound), Tender, 2 Freight Cars, Caboose, and 16 Snap-Track Sections (same as 310 above) 42.50

HUDSON FREIGHT SET (HO330). Includes: Hudson Engine (has smoke and choo-choo sound), Tender, 3 Freight Cars, Caboose, 12 Curved Snap-Track, Terminal, Straight, Uncoupling and Rerailer Track Sections. 52.50

HUDSON FREIGHT SET W/WHISTLE (HO332). Includes: Hudson Engine (equipped with operating whistle, smoke and choo-choo sound, Tender, 3 Freight Cars, Caboose and 16 Snap-Track Sections (same as 310 above) 59.95

OK

HERKIMER "OK" ORDER FROM AHC

Set Shown is No. 102

PENNSY DIESEL FREIGHT SET (301). Includes: Penn Diesel "A" Unit Powered, Box Car, Tank Car, Caboose, 12 Sections Curved Snap-Track, Rerailer, Terminal Track and Uncoupler. Order Yours from AHC $24.95

GP-9 DIESEL FREIGHT SET (302). Includes: Southern Pacific GP-9 Diesel, 2 Box Cars, Tank Car, Caboose, 12 Sections Curved Snap-Track, 2 Straight Sections, Terminal & Rerailer Sections and Uncoupler 31.95

SANTA FE DIESEL FREIGHT SET (303). Includes: Diesel "A" Unit Powered, 2 Box Cars, 16 Wheel Flat Car, Tank Car, Caboose and all Snap-Track (same as 302 above). Order Yours by Mail from AHC 34.95

COMMUTER DIESEL STREAMLINE SET (101). Includes: Santa Fe Diesel "A" Unit Powered, Baggage-Coach, Coach, 12 Sections Curved Snap-Track, 1 Straight Snap-Track and Terminal Track Section. Order from AHC 34.95

"SPECIAL" DIESEL STREAMLINE SET (102). Includes: Santa Fe "A" Unit Powered, Baggage-Coach, Astra-dome and Observation Car, 12 Curved Snap-Track, 3 Straight Snap-Track and Terminal Track Section 44.95

DELUXE TWIN DIESEL STREAMLINE SET (103). Includes: Santa Fe Diesel "A" Unit Powered, "B" Unit Dummy, Baggage-Coach, Diner, Astradome, Observation-Dome, and All Snap-Track (same as 102 above) 54.95

Hobbyline "Yard Master" Set 422 Shown

HOBBYLINE ORDER FROM AHC

THE SHUTTLEBUG (412). Tank Switcher Freight Set. Includes: Tank Type Loco, Tank Car, Box Car, Caboose, 36" x 45" Loop of Curved Snap-Track, Terminal & Rerailer Track Sections and Uncoupler. Order from AHC $24.95

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THE HOTSHOT (426). Diesel Freight Set. Includes: Twin Diesel Locomotive (with operating headlight), 4 Freight Cars, Caboose and All Snap-Track (same as 412 above). Order-by-Mail from AHC. Only 39.95

THE SILVER METEOR (431). Diesel Streamline Passenger Set. Includes: Twin Unit Diesel Locomotive (with operating headlight), Big 36" x 72" Loop of Snap-Track, Terminal & Rerailer Track, Uncoupler 39.95

Penn Line "Diesel Switcher" Set No. 5601 Shown — $24.95

PENN LINE ORDER FROM AHC

DIESEL SWITCHER FREIGHT SET (5601). Includes: Midget Diesel Switcher Loco, 2 Freight Cars & Trailer Load, Caboose, 14 Sections of Curved Snap-Track, Rerailer & Terminal Track, NMRA Uncoupler $24.95

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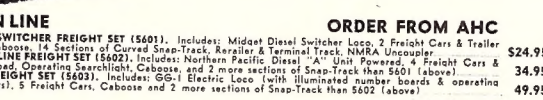

Revell Diesel Freight Set T7000 Shown

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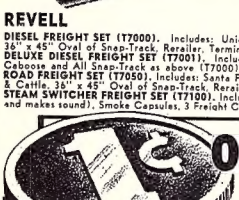

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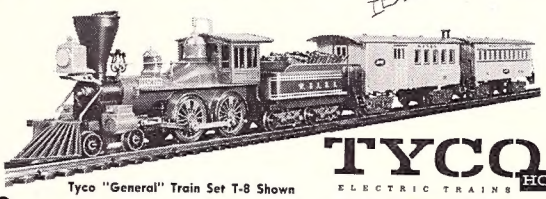

Tyco "General" Train Set T-8 Shown

TYCO ELECTRIC TRAINS HO

TYCO ORDER FROM AHC

SIDE TANK FREIGHT SET (T1-2). Includes: Side Tank Loco, 2 Freight Cars, Caboose and 16 Sections of Snap-Track including Rerailer & Terminal, Uncoupling Ramp. Set available with Power Pack @ $33.95 $24.95

DIESEL FREIGHT SET (T2-2). Includes: Diesel "A" Unit Locomotive Powered, 2 Freight Cars and Caboose. All Snap-Track as T1-2 (above). This set is also available with a Power Pack for $36.95 27.95

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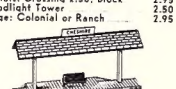

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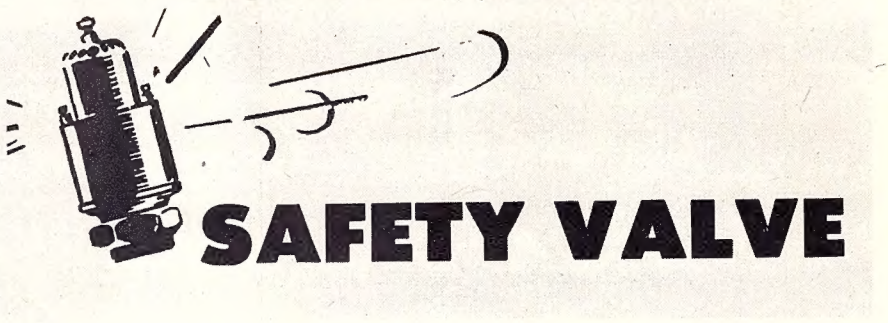

SAFETY VALVE

A Red Dodo Bird, Most Likely

Please be more specific: in Oct. issue, Sherman Dance's article, page 17, Figure 6: What kind of Giraffes, male or female? Or maybe it was pink elephants, huh?

Harry Wintermyer
McKeesport, Pa.

● *You don't know how we looked for that lion, or do we mean line? Ed.*

Looks Like A Buda Bumper!

I snapped this photo this past summer while visiting Bay Head Jct. in New Jersey. Won't mention the culprit's name but he's a prominent HOer, photographer, and has contributed to RMC on numerous occasions. He's trying to acquire a marker light lens but failed because it was rusted fast.

William Schopp
Trenton, N. J.

● *At first glance, we thought it was the Aerotrain. Ed.*

Toy Trains

I was pleased to note your announcement on **Toy Trains** and am looking forward to its publication.

Bill Adickes
Asheville, N. C.

● *Thanks, Bill. We've received similar cards and letter from almost every state in the Union, as well as from many Provinces. Ed.*

Maine Central Steam Power

The D. S. Report (Oct. '56 p. 10) made reference to a Maine Central Ten-Wheeler enshrined at Waterville, Maine. Probably you refer to a beautiful Pacific which was there in July 1956 which has since been taken away. I have photos of this engine, a completely un-shrouded job.

The last Ten-Wheelers I knew of were at the Oyster Bay Terminal of the Long Island Rail Road but they are gone now. I have photos of them also. The principal reason I took exception was to set the record straight. I enjoy the Dispatcher very much. It's newsy.

I have a question which myself and probably other LIRR watchers would be interested in getting an answer on. What is their "A" diesel having a four-wheel front bogey truck and six-wheel rear bogey? I still don't believe it even when I see it go past.

Al Barmby
Oyster Bay, L. I.

● *Thanks for the data on the MeC 4-6-0. The LIRR 0-4-6-0- wheel arrangement diesel A units on Fairbanks-Morse Consolidation Line diesels, available in a multitude of truck and power arrangements to suit local requirements, all using the same basic body. Ed.*

Who Is Blocking The Trolley?

The trolley line rail blocks at the Central New Jersey (Westfield) O gauge club trolley terminal are similar to those in use at New Haven (RMC Nov. '56) in that the rail is gapped whereas the overhead wire is continuous, more the pity since it will have to be rebuilt into an overhead sectional control method.

For single service cars the rail blocks work well and simplify the wire work by eliminatin of insulators in the overhead. With MU trains, the rail block method causes trouble. When the first car of a train enters a dead rail block it stops, there being no ground from the wheels. However, the second car has power, so it grinds away merrily and if the cars are of equal weight, this can go on for a long time. Additionally if this occurs at the entrance to a passing siding, the train can be whammed by the meeting train. Now place this condition in a remote, hidden spot such as our return loop under the control tower and you will understand why the club has to convert to wire sectioning.

Another consideration is that signal circuits are vastly complicated by the rail block system. If the trackage is

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(4) M.T.	(10) T & P	
(5) GREEN BAY	(11) M.P.	
(6) A.R.T.	(12) C. & E.I.	

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for joint railroad and trolley service, thus operated from two or more control stations, wire breaks are required since the railroad controls are invariably of the rail ground type.

At Westfield we have hidden sidings and joint service trackage, so are gradually changing over to wire sectioning. It means more work of course, but we have a small layout that might as well be the best possible. We have the time to give to the hobby, too.

If my memory serves me rightly, the New Haven club trolley line has no joint service trackage, no blind spots hidden from operator, and few if any block signals, therefore the rail block system is best suited for their needs.

Long Valley Electric Railway
c/o Central Jersey M. RR. Club
Westfield, N. J.

Old Cheyenne In O Gauge

I have decided to model Old Cheyenne (RMC May '56) on my O gauge layout. One problem exists. In the instructions for modeling the boarding House, Rollins House, and Stage Depot; it says to use clapboard siding on the sides. Is this siding on sale in hobby shops or is one supposed to make it? If I can purchase it, please tell me where as no hobby shops in this vicinity carry it.

William Verry
Salem, Massachusetts

● *You should have tried a good old fashioned Salem Witch Hunt. You wouldn't have had far to look. The manufacturer, Northeastern Scale Models, is located in nearby Ballardvale, about 20 miles from Salem as the Broomstick flies. Mail address is P. O. Box 100.*

McKeen Car Trailers Doubted

In your October issue you picture two McKeen sars, one connected as a trailer; built as models by a reader. I doubt that this using one McKeen as a trailer to another ever occurred in actuality. The McKeen car was a sadly underpowered conveyance, having first a 100 hp and later a 200 hp motor. Although it could hit 60 mph on a straight level stretch, it was able to make it up a grade only with the most careful coaxing.

However, a trailer was designed and built by McKeen but not for passengers. It was for baggage and mail and was 31 feet long. It was round on each end to reduce air resistance, had two doors for the baggage compartment, which also had two letter drops, two round windows, paper boxes, bag racks, a hinged shelf, wash basin with cooler, hopper, table, drawers, and oil lamps. The baggage compartment boasted a stove with fuel box, pigeon holes, oil lamps, and five windows (one in the end). A hand brake could be operated from either compartment.

I have a floor plan of the foregoing trailer as well as floor plans of several different types of McKeen produced motor cars. I wrote an article on the McKeen cars in Kern County which was published in the Kern County Historical Society publication. In searching the newspaper files I learned that two motor cars and two trailer were assigned to the West Side branch of the S. P. in Kern County in 1909 and that due to the grade on the McKittrick run, the trailer was used only once. So, I believe that two motor cars were never used together, with no power in the trailer. Of course I could be wrong. Incidentally, S. P. No. 47, McKeen motor car, rest on the ground at Colton, California, near station, for use as store room.

Henry Raub,
Bakersfield, California

Brass Pounder Comments On Modernity

As a railroad telegrapher of over ten years experience and a model rail for over twenty, I feel qualified to answer Bill Carpenters' question in the Nov. issue.

I expect that quite a few of us take model railroading as an opportunity to live in an era in which we would liked to have actually lived. Naturally, we want our equipment and everything concerned with our pikes to look as much like that era as possible. To us, Modern Times, and all that is and will be, is commonplace. Those who will follow us will look upon these same times in much the same way as we do now.

But to criticize the likes and dislikes of anyone, is to criticize their way of life.

Now, I am a modeler in Standard Gauge, and although there isn't much in the hobby magazines that deal with this gauge, I do find much that is a definite help to me. Much of my pleasure comes in making needed parts myself, especially those which cannot be bought.

However, if anyone is interested in such modern things as tow tractors, tow trucks, buses, etc., he can buy these readily enough in any Five and Ten, Hobby Shop, or what have you. I see enough of them every day!

F. S. Norman
Fulton, Kentucky

● *We suppose that it would take a panel of philosophers and psychologists to figure out just what makes the average model rail tick. Perhaps some psychologist or psychiatrists, amongst our readers, would care to elaborate further on why we model rails are the way we are. But, please! Don't prescribe any cures. We're happy as we are! Ed.*

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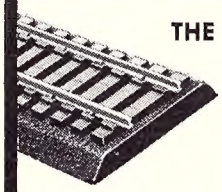

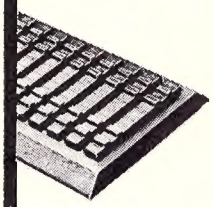

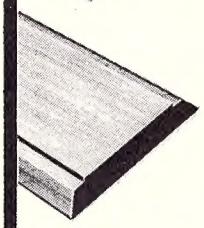

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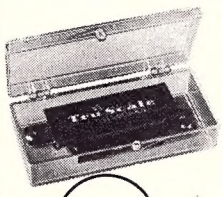

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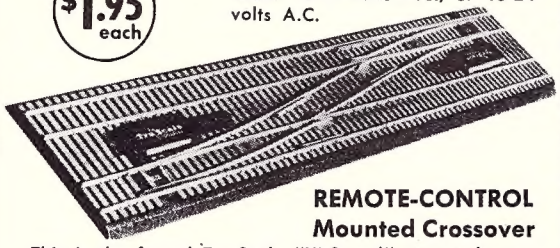

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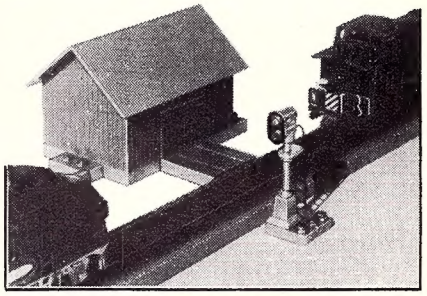

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The ATC-DC **"ARISTOCRAT"**, No. T603, for "Direct Current" trains—and the ATC-AC **"ARISTOCRAT"**, No. T604, for "Alternating Current" trains—have the ATC units installed in a specially designed Section House, complete with binding posts and mounting screws. Also included is a completely assembled 2-color Signal Light with convenient binding posts for easy hook-up. The ATC **"ARISTOCRAT"** provides the "read-to-run" train set or toy train fan (as well as the seasoned model railroader) with a table-top installation that, at the same time, adds an authentic and realistic building to the layout. Then, when the simple hook-up is completed —all of the fascination of watching a real railroad—with foolproof true-to-prototype train control, and operating signal lights—becomes a reality.

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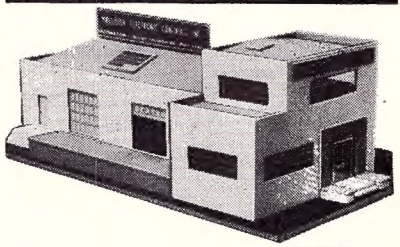

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SAN DIMAS, CALIFORNIA

Vol 25, No. 7

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EST. 1933

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THE COVER

The twin cover this month is symbolic of the giant new 100 page RAILROAD MODEL CRAFTSMAN including TOY TRAINS. The HO layout was snapped by John Allen, of Montreal.

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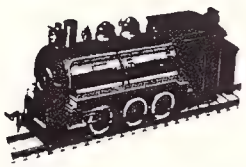

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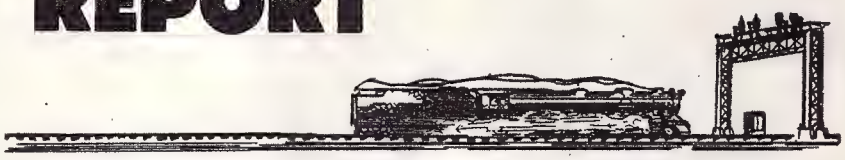

NEWS ABOUT MODEL RAILROADING

1956 IN REVIEW

MODEL railroading has changed greatly in 1956, especially on the manufacturing level . . . This was the year that saw REVELL enter the HO train set field with a brand new plastic ready-to-run line. Revell President LEW GLASER predicts tremendous growth of HO R-T-R equipment and says flatly that Europe is ten years ahead of us in the tinplate field . . . Meanwhile, LIONEL continues to offer its 0-27 and O gauge lines with many new and exciting accessories. Lionel last year had its biggest year in history . . . Rumors that LIONEL was ready to plunge into HO (the 4th year of such rumors) were unfounded. Lionel's O gauge line just continues to get bigger and better . . . In New Haven, the AMERICAN FLYER S gauge line also continues to expand even though A. C. GILBERT also has an active line of HO R-T-R. . . .

Japan continues to set a pace for high quality all brass equipment, not only in HO, but also in O, TT, and OO. Most talked about items this past year were the geared locomotives of PACIFIC FAST MAIL. Both the Shay and the Climax are outstanding, and these have now been joined by a new three Truck Shay. Other interesting Japanese imports were the INTERNATIONAL MKT 0-8-0 switcher and the ACL 0-6-0 old time switcher . . . In O gauge, MAX GRAY's imports fill a gap for quality custom built O gauge locomotives . . . KEN KIDDER is doing somewhat the same for O gauge traction. O gauge trolley fans have long been notorious individualists and the ability to get all-brass custom built cars to order is an excellent thing for O gauge traction.

From Europe, POLKS' Fifth Avenue is creating a stir with Aristo imports, mostly for HO. They've also been promoting TT gauge heavily . . .

Our domestic kit manufacturers have been doing well although several names have disappeared from the hobby. In TT, Sherman Dances' GANDY DANCER line went to Ed. Fetyk. Gone from the scene were ERIK NEILSEN (TT), and the HO CLIFF LINE. Biggest HO loss was the announcement by BOWSER that they were going out of the railroad business. Another manufacturer stepping out of the picture is LINDSAY, whose line is taken over by KEMTRON . . .

ROBERTS ENTERPRISES has gone into HO with a Baldwin diesel switcher . . . AMERICA'S HOBBY CENTER celebrated its 25th Anniversary in the hobby business, having started out with a total investment of $25 worth of balsa wood . . .

THE CLUB CAR

PHILADELPHIA MODEL RAILROAD CLUB, INC., has appointed George Stock as publicity director for their next show. Early planning is the best way to insure the success of any future program. Be sure your club sends in its material . . . PITTSBURGH MODEL RAILROAD CLUB claims to be the "Club with the real railroad atmosphere". With their club room in a Pennsy station, we take it they're talking about diesel smoke . . . Why do all the Eastern O gauge clubs keep rebelling at two-rail? You'll hardly find any outside third rail club layouts west of the Potomac River. We suggest that they install sample loops and see what two-rail track can really do. As one prominent Cleveland O gauger put it, "the idea that outside third rail makes signaling easier is a mental quirk" . . .

Show some of your better models to the local librarian in your town. You might end up exhibiting some of your models in the local library, as HERB TREAT did once in TEANECK, N. J. Herb is one of those OO gaugers who

Thomas is Tops in HO All-Metal Tank Cars

. . . and here's why. All Thomas cars are easily assembled (such as the four stanchions supply all the necessary handrail support for the entire car). The rolled metal tank shells are prepainted and lettered. Draft gear, which is cast into underframe, take all slotted-shank couplers, including NMRA. Tank ends, domes, brake equipment, end sills and underframes are die-cast. All detail is included: ladders, tack boards, handrail supports, etc. Prices include sprung trucks.

6-Dome Roma Wine Car $3.25
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Anderson-Prichard Oil Corp. 2.95
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NEW! Low Pressure PHILGAS PHILLIPS
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THOMAS INDUSTRIES SHAWNEE OKLAHOMA

still claims HO is a breakfast cereal . . . Speaking of OO, we recently saw ONE ONLY OO gauge die cast open end coach kit, beautifully cast but slightly dusty, in the stock room at HOBBY HOUSE in Cleveland . . . HOBBY HOUSE just opened their first branch store, HOBBY HOUSE SOUTHEAST in Cleveland Heights. Formerly Hobbyland . . . TRU-SCALE'S AUTOMATIC TRAIN CONTROL and PERMA CRAFT'S BLACK BOX SYSTEM bringing a new era of operating thrills to HO . . .

HO steam locomotives might be making a comeback with the reappearance of the all-brass WINTON LOCOMOTIVE line which has just been sold to ED RADEBAUGH, a prominent West Coast model rail. We'll be watching for it although such things take time to tool up . . . MODEL DIE CASTING has a tremendous line of HO. Their catalog is a must . . .

THE VISTA DOME

Only Dome Cars operating in the East are on the BALTIMORE & OHIO RR West of Silver Spring, Maryland. The cars couple on at Washington but are only opened to passenger at Silver Spring. Fascinating ride, especially at night when the floodlights play on the rivers and mountains permitting passengers to see the view. The Tachometer in the car registered 80 mph and better. Anyway, this is why we laugh

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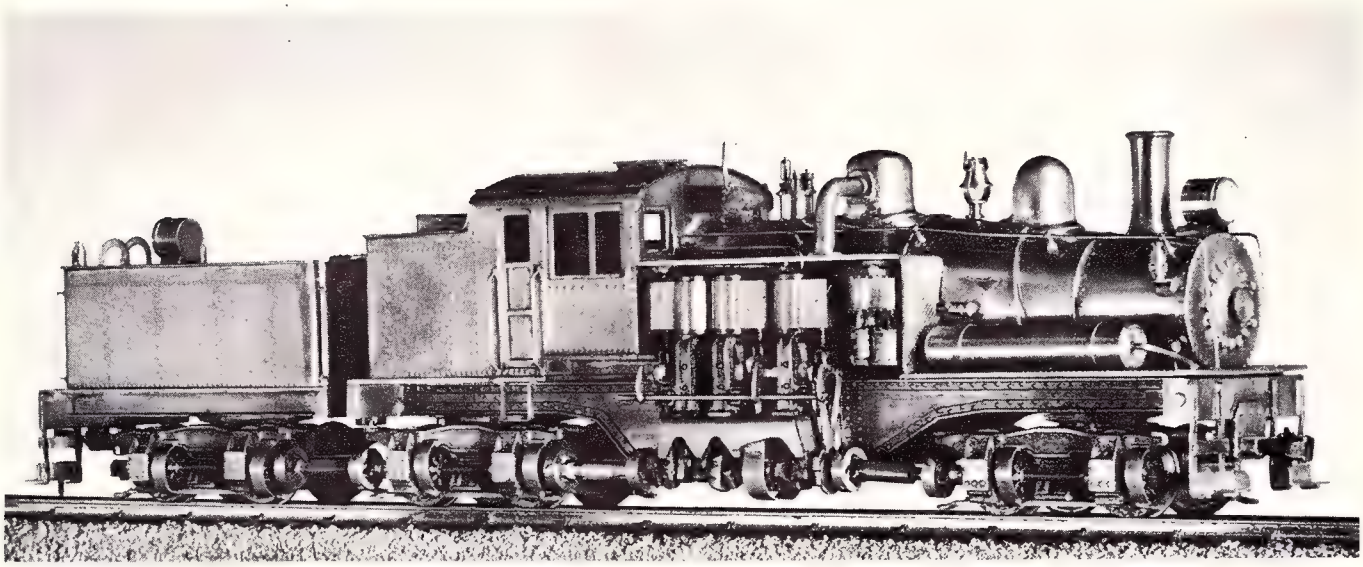
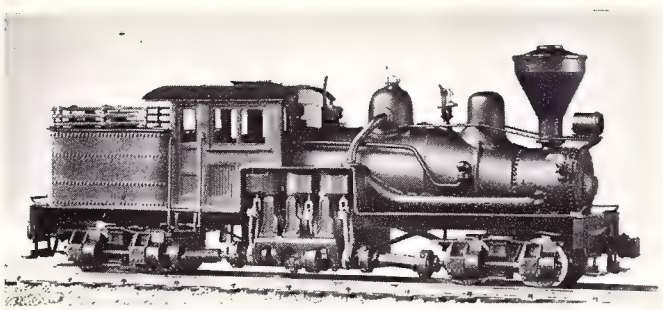
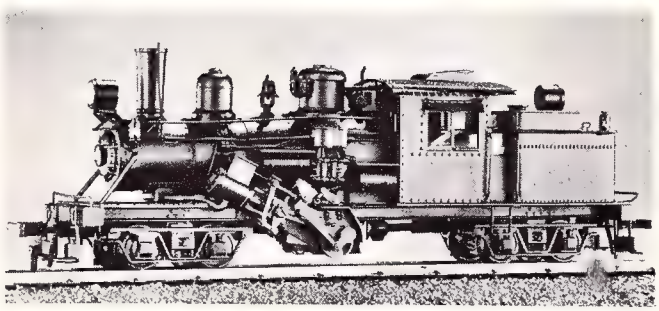


NEW!

United Scale Models presents HO's great new Class "C" 3-truck Shay. It's BIG, it's BRASS, it's BEAUTIFUL and it's all new. 8⅝" long, 2⅛" to top of stack. New drive mechanism ★ All 12 wheels powered ★ Completely assembled, ready-to-run, unpainted ★ Marvelously smooth and powerful ★ Flywheel drive ★ Faithful in every part to its prototype by Lima ★ Steel girder type frame and cast steel type truck frames 15" radius with ease. This is a truly remarkable piece of designing, engineering, modeling, assembling and operation. PFM is proud to introduce this really sensational model. And the price is in keeping with PFM's unique low-margin policy, only $62.50 from the leading Model Railroad dealers of the US.



United's famous Class "B" 2-truck Shay. This great little model is owned and operated by a host of America's top modelers. Takes 15" radius, will start and stop on your steepest grades. Smooth, quiet, powerful. Action unequalled. 5¾" long, 2" high, optional stack included. Completely assembled, ready-to-run, unpainted **$56.50**



Newest geared locomotive type in United's great and growing line is the beautiful little Climax. Complete engine and valve gear action makes it the showpiece of any layout. Fully assembled of heavy gauge brass with complete gear train, drive through central shafting, this great little model illustrates the detail, skill, and operational qualities that have made the United name famous. At leading dealers everywhere **$54.50**

PFM's current catalog illustrates and describes the complete line of Tenshodo and United HO models and lists other specialties available, such as narrow-gauge material. PFM is exclusive US distributor for United and Tenshodo, also distributor for Binkley and Kemtron.

Order now! AT BETTER DEALERS EVERYWHERE or post paid direct from PFM. PFM PACIFIC FAST MAIL P.O. BOX 57 EDMONDS, WASHINGTON

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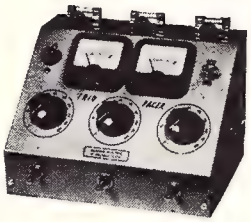

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$42.95

Super-power for 3 HO trains. Cap. 2.7 amp, 12 volts D.C. for each train. 16 and 32 volt A.C. outlets. Three speed controls, reversing switches, fuses, 4 indicator lights plus D.C. volt and ammeters.

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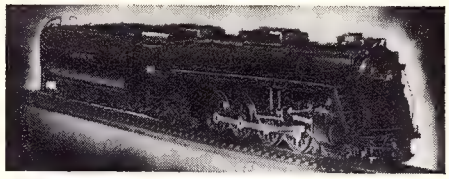
New low cost beginners booklet being readied by PENN PUBLICATIONS INC. It'll be ready this winter . . . Full page ads by RAILROAD MODEL CRAFTSMAN in two trade publications, CRAFT MODEL & HOBBY INDUSTRY and HOBBY HAPPENINGS.

FROM THE OBSERVATION PLATFORM

ALL-NATION' new catalog a must for all O gaugers . . . CENTRAL LOCOMOTIVE WORKS now at 2806 N. Broadway, West Palm Beach, Florida. Their new 4-8-4 kit has been reengineered and is a real dual service beauty . . . . When you get down to it, the only real model railroading with steam locomotives can be done with live steam. It's not as expensive or difficult as you might think. Whether you go into it or not, you'll be thrilled at the new 1957 catalog of LITTLE ENGINES (see ad index) . . . When you answer ads from RAILROAD MODEL CRAFTSMAN, mention RMC. It'll help give you an even better magazine in the future . . .

PROTOTYPE ROADS

NEW HAVEN has an interesting HO display making the rounds of the big rail terminals showing operating models of their three new lightweight trains. One is a train of RDC cars with diesel type cab ends! . . . CHICAGO, AURORA & ELGIN trains still running but now go only as far as Berwyn, Illinois, where it is necessary to change to CTA elevated trains .



"O" GAUGE 4-8-4 NORTHERN

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A superior locomotive kit in "O" gauge (the King size gauge) designed and engineered for those who demand the best in Model Railroading.
Fully sprung, equalized chassis ● detailed "lost wax" castings ● silver-solder assembled boiler and cab ● Powerful K&D No. 3 motor with 16:1 gear ratio ● Detailed drawings, keyed to instructions.
Complete Kit $135.00
(available in 5 sections for budget buying)

See your "O" gauge dealer or write for 4-8-4 Pamphlet C.

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Modernize Your Railroad with the NEW Streamliners

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● These new sleek-lined HO beauties bring you swift, thrilling action and life-like realism. For the added thrill of putting your own cars together, choose complete kits (including trucks) of 9 popular body types in Shortys (60 ft.) and Scale (80 ft.). Made of durable extruded aluminum—$4.45 to $6.45. Pre-assembled OK cars are available in Shortys—$6.95 to $8.95. #2050 car lighting kit for all OK Streamliners 95¢.

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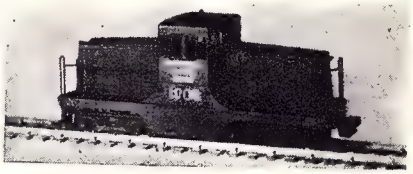

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★ **All Metal**
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. . . notes on an old time table

Model railroading comes of age.

WELCOME to a greatly expanded RAILROAD MODEL CRAFTSMAN, now incorporating 32 extra pages devoted to the favorite magazine of the tinplater: TOY TRAINS. The new large size magazine is a regular feature. From now on you'll be getting two big magazines for the price of one. Whatever your interest in model railroading may be, you can be sure that you'll find plenty of interesting material on that subject in these pages.

Bringing back TOY TRAINS is more than just an expensive expansional move. It marks a turning point in the model railroad hobby and recognition of the fact that much of the ready to run equipment now available can no longer be called tinplate. Much of it is scale equipment and sometimes to our chagrin, finer than the equipment which we ourselves build.

Model railroading, whether scale or tinplate, has developed into a mature, adult hobby having two distinct branches; maybe in time, three. First, there are those to whom RAILROAD MODEL CRAFTSMAN is dedicated: the Model Craftsman who enjoys building his models and his railroad. The second group, the Train Operators, prefer to buy their trains in ready-to-run form, and to them TOY TRAINS is aimed. The third group, the Collectors, will also find material of interest in these pages.

Shakespeare once said that a "Rose by any other name would still smell as sweet". Permit us then to bury the term "tinplate". It no longer is descriptive of the product it serves and all too often contains a derogatory intonation. There are plenty of other terms that are suitable.

For the future, whatever your interest, you can be sure that you'll find more of it in RAILROAD MODEL CRAFTSMAN than ever before. We've got some terrific manuscripts on hand from the best builders and authors in the hobby. There are some fabulous HO projects coming up that anyone can build and now that we have the room, we hope to give you scale O gaugers more space, too.

One of our aims is to try and upgrade the model builders. We know how discouraging it can be to work for days, weeks, or months on a model and complete it just in time to see it finish a poor second to a brand new 98c plastic replica of the same thing. Bob Wormold's terrific Fire Car article elsewhere in this issue is a good example of what a real craftsman can do and we don't think this car will appear in plastic ready-to-run form next week. (Of course, its hard to tell about things like that).

We've packed in plenty of construction projects this month, from the ancient John Bull in a powered HO version to some interesting modern items. Some of these are simpler projects designed especially for beginners and you'll find them in the TOY TRAINS section. We think they'll be just as interesting to the old hands. Sometimes the old timers forget about the really simple items and their layouts suffer for it.

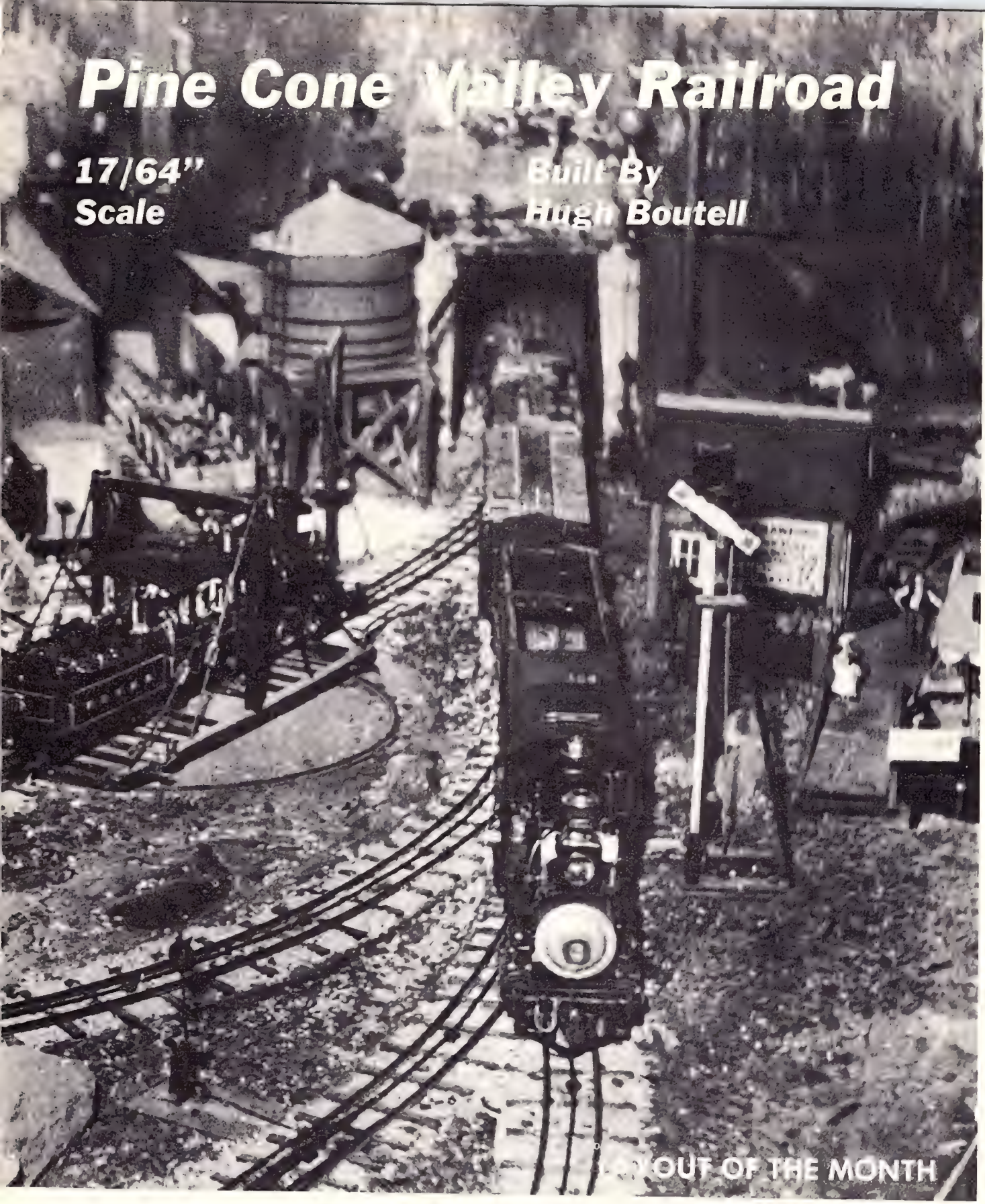
We'd really like to hear what our readers have to say about the new RAILROAD MODEL CRAFTSMAN. Drop us a line if you will, c/o The Editor, Railroad Model Craftsman, Ramsey, New Jersey.

Hal Carstens

Pine Cone Valley Railroad

17/64" Scale

Built By Hugh Boutell

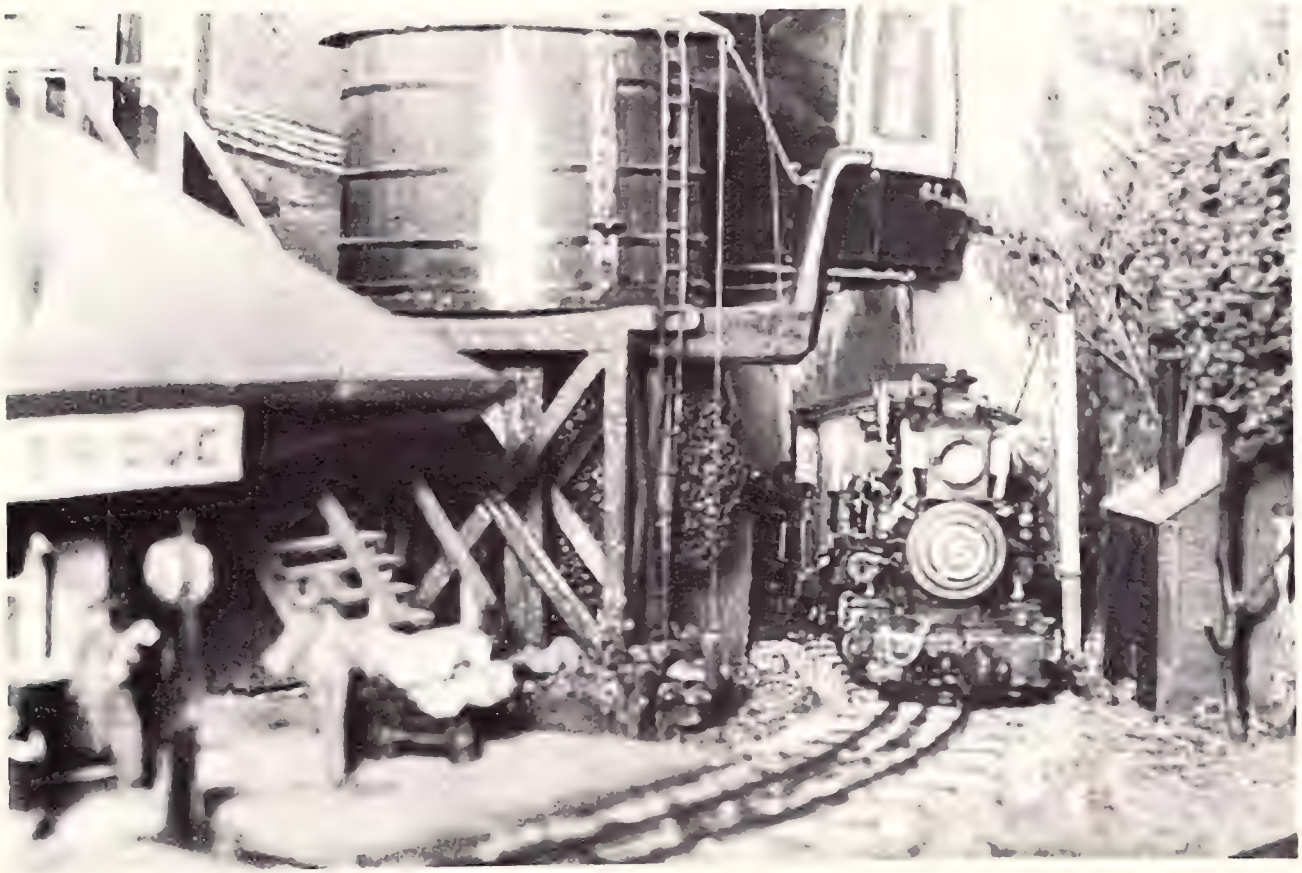


As back-woodsy a model railroad as anyone could want, the Pine Cone Valley has been going strong since 1939. Here in pictures is convincing proof that a short line pike offers better modeling possibilities in its entirety than just a short segment of a big Class 1 road. The Pine Cone Valley is a complete railroad, with very good reasons for its existence: freight and passengers.

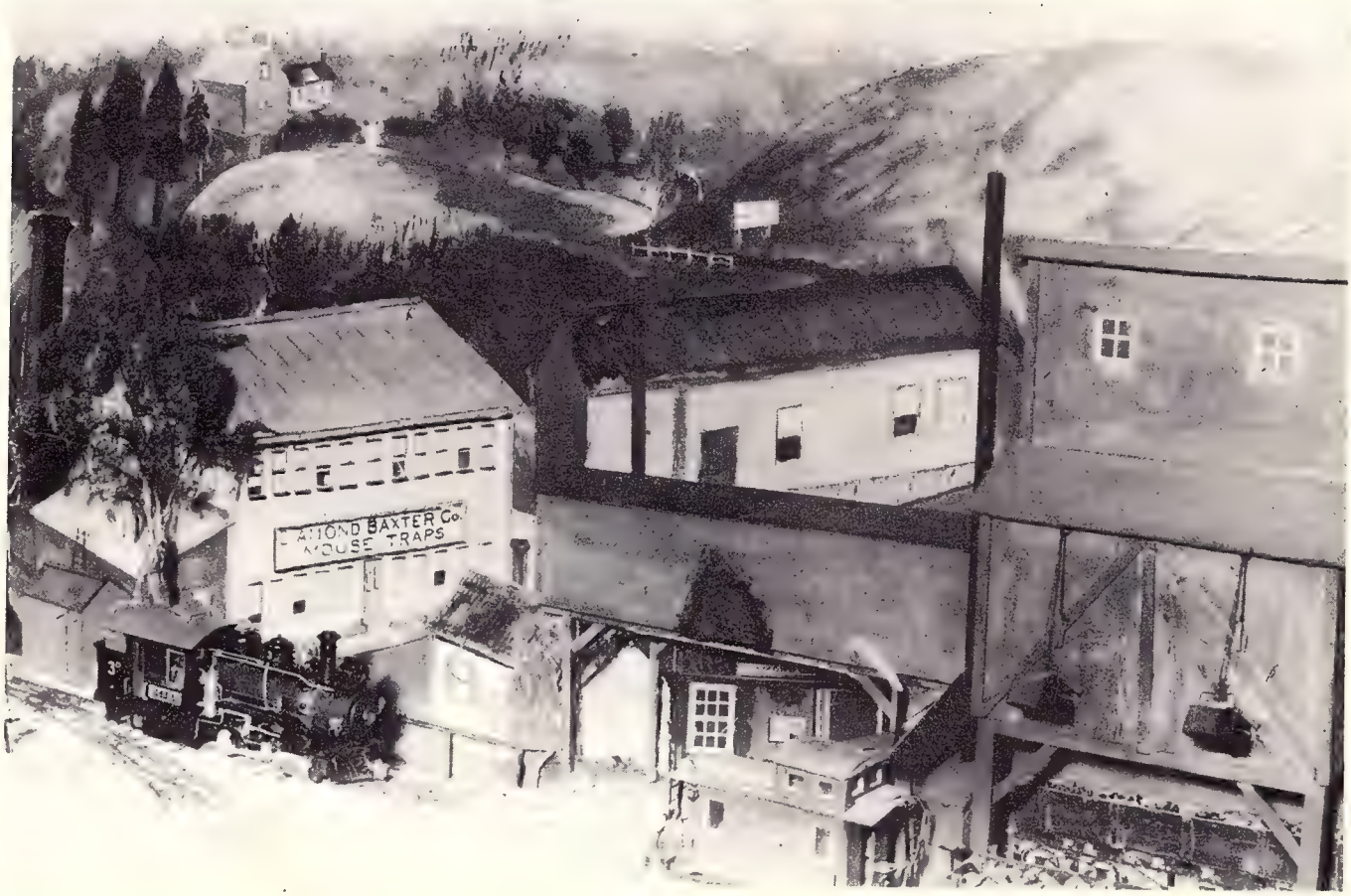
LEFT: Live steamer No. 3 rolls through Steep Falls with a good sized freight drag bringing up the rear. To the right, background, is a railroading rarity: a ball type signal. Track gauge is odd sized 5/8"

ABOVE: Here's old No. 5, the road's newest engine fresh from the shops, newly arrived at Steep Falls with the daily passenger train. Cars are not unlike those used on the Mt. Tamalpais & Muir Woods RR.

BELOW: Another view of No. 5 roaring around the curve at Millbridge, after emerging from the tunnel. Almost everything on the Pine Cone Valley is scratch built. Line uses inconspicuous inside 3rd rail pickup.



PCVRR



UPPER LEFT: PCV No. 2, a home-built Pittman-powered Shay arrives at the Millbridge yards with a freight extra. Line skirts the cellar layout room on narrow shelving for some of its trip, as shown here.

LOWER LEFT: Steam powered No. 3 running light around Millbridge. Scenery is a combination of real structures and hills, and painted backdrop. Skillful blending makes the actual separation hard to see.

ABOVE: Chief brass hat of the Pine Cone Valley, Hugh G. Boutell, has been in the hobby for many years; has moved the PCV from Washington to Maine to California, where it is now located. He's a real craftsman.

BELOW: Steep Falls is the location of the PCV roundhouse and shops. Looks like an ideal vacation spot for any modeler wanting to dump his family off at a resort while he wanders around the railroad yard.

A Craftsman Scenery Feature

HEAVY DUTY CONCRETE CULVERT

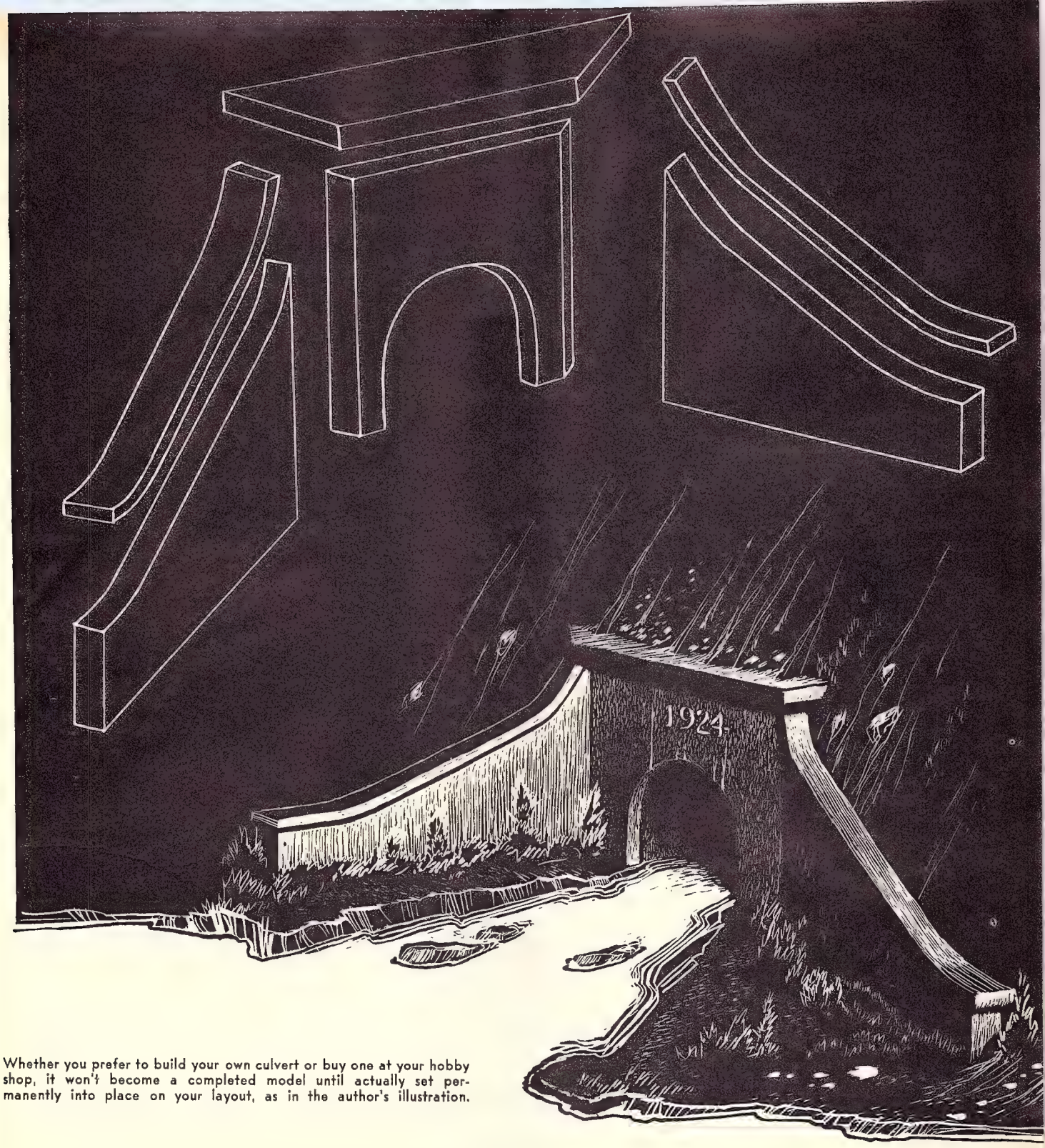
Effective scenery presents the modeler with the widest possible latitude in its creation but there are certain secrets which must first be learned. Here's the way one expert makes his.

by M. B. Wakefield

IN the early days of railroad construction a rather deep gully with a moderate sized stream at the bottom would be spanned by a tall timber trestle. As more modern earth moving equipment was developed many of these vulnerable trestles were replaced by heavy fills. Often times a stream in the depression would necessitate the construction of a heavy concrete culvert to insure the safe passage of water. Many times these culverts are high enough to allow the passage of an automobile. It is the construction of a culvert of this type that we will discuss.

I would suggest white pine when selecting a wood for the construction of this realistic right of way detail. Accompanying this outline is a modified working drawing that will help you to visualize the various parts more easily. They are lettered in the order in which they are fabricated.

Part A, the main facing of the culvert, is fashioned from a piece of white pine, the vertical dimension being 3½" and the horizontal width 4". The two sides should be beveled their entire height to approximately 53° from the front surface. After you have planed in this beveled edge you are ready to inscribe the actual arch of the culvert. First find the center line of the culvert, after which you measure up the center line to a point 1⅛" from the bottom. This point is the center point for the culvert arch radius. Using a compass, describe the arch which has a radius of 1⅛". At the point where the arch becomes parallel with the sides, you draw a straight line from that point downward parallel with the sides and perpendicular to the bottom. When you are satisfied that you have a graceful and well proportioned arch you are ready to cut the arch out on a jig or band saw.



Whether you prefer to build your own culvert or buy one at your hobby shop, it won't become a completed model until actually set permanently into place on your layout, as in the author's illustration.

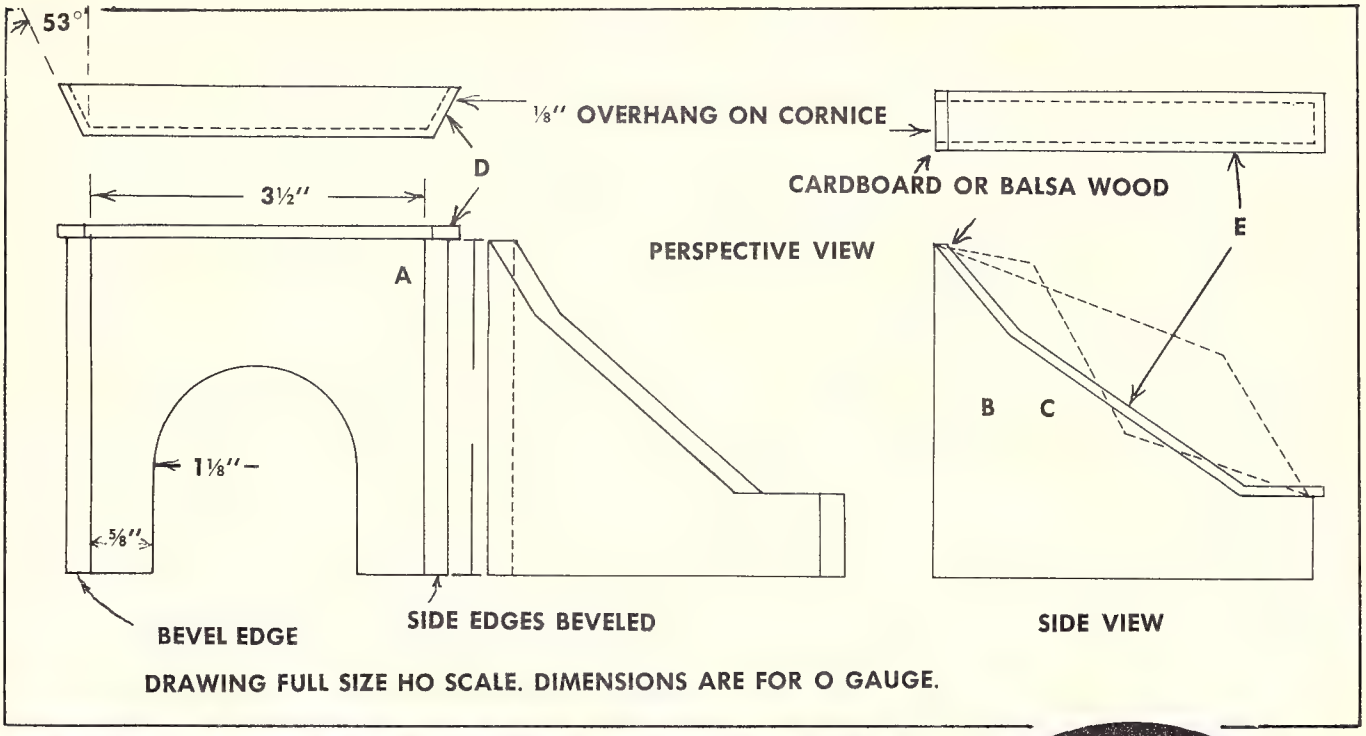
Next we come to the two flanking retaining walls. In the working line drawing I have detailed only one retaining wall, the right one, since they are both identically the same. It is wise to make a set so you can complete both ends of the culvert even though one side, for the time being, may be visible.

The two flank retaining walls, B and C are 4" long by 3½" high at one end and ⅞" high at the other. The actual pitch and angling of the top surface of the wall is flexible. If you desire a variation on this basic theme then take advantage of your own imagination.

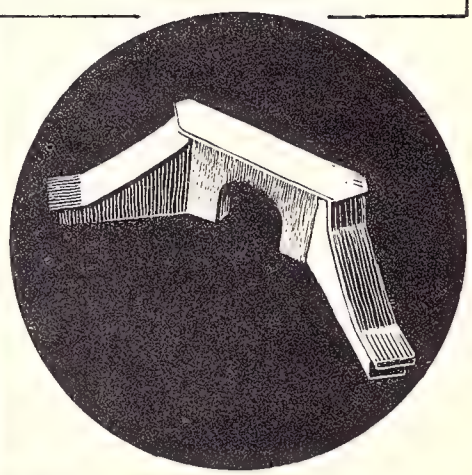
Shown in dotted lines are some possible variations. The height and angle of the flank walls are actually determined by the mass and bulk of fill flowing out on either side of the culvert proper. Also depending on just how extensively you wish to protect the stream bed on either side. Let us now consider the cornice trim across the top of the culvert. A thin strip of 3/16" balsa wood may be used for this detail. Heavy type cardboard may also be used. The kind you find on the backs of pads of art papers or large writing tablets. The cornice D should be cut to the same shape as the top but a bit larger so that it extends out over the edge about ⅛". It is not necessary to do this with the back edge. (Note drawing). Be sure and cut it at the same degree of angle as part A. The one remaining member is part E, the cornices on the two flank retaining walls. Be sure to have these extend over the edges ⅛". At the top however sand or cut the top edge down so it is parallel with the top cornice. This will allow a nice neat joining of the two cornices.

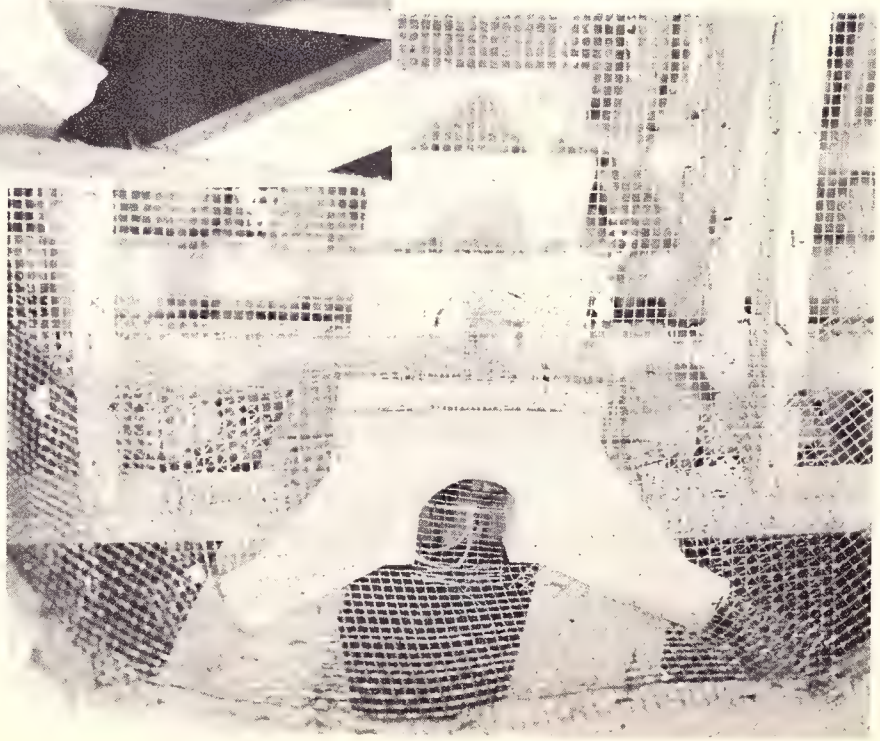
Next sand down all wooden parts thoroughly.

Using small wire nails, brads and duco cement, assemble the various members. After it has been allowed



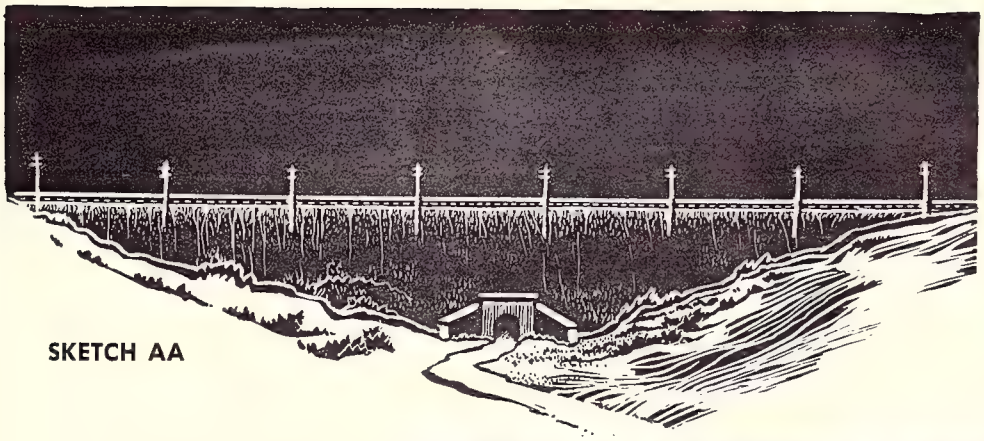
DRAWING FULL SIZE HO SCALE. DIMENSIONS ARE FOR O GAUGE.





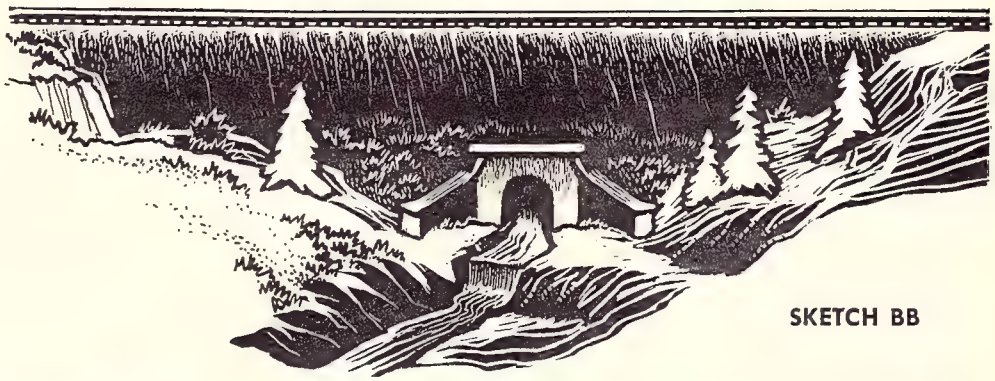
Culvert has here been tacked in position with string being used to line up the various parts. Note how batten strip in foreground has been cut roughly to conform with the contour of the stream bed.

Chicken wire (or wire screening) is tacked to the wooden frame, as the support for the plaster earth which is to follow. Screen is cut into small pieces as may be required for easy bending and handling. Cardboard braces are used within the fill to curve the tagboard to the culvert shape. This particular culvert has been made askew.



FORMAL FILL

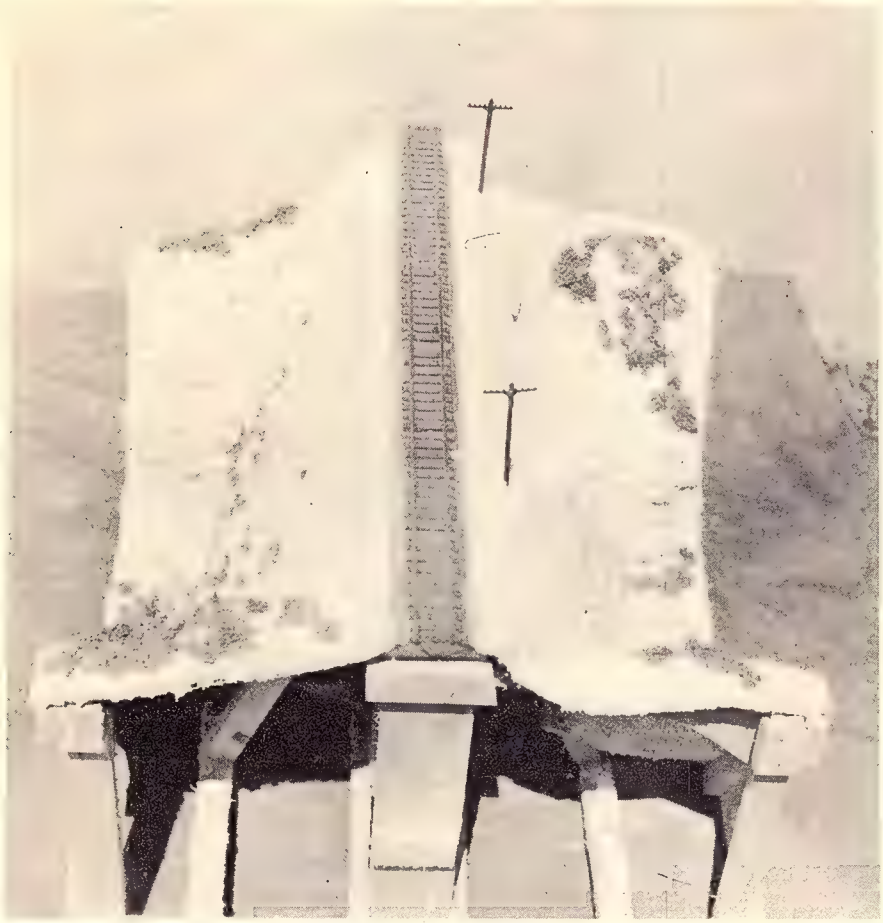
SKETCH AA



INFORMAL FILL

SKETCH BB

An informal fill was achieved here by having the left side steeper with subtle rock outcroppings while the right side has a gentler slope and more pronounced rock outcropping. Stream bed has been carved into plaster mix. Note "rocks" which have fallen to culvert level.



Be sure to have continuity on both sides of the fill. Note how the rock strata on the left carries through to the right hand side. By remembering to do this it will look just as if the dirt was actually hauled in to fill the chasm. Be sure angle of fill is as recommended by the author. If the angle is too steep, it will look too toylike

time to set, give the model two coats of clear shellac.

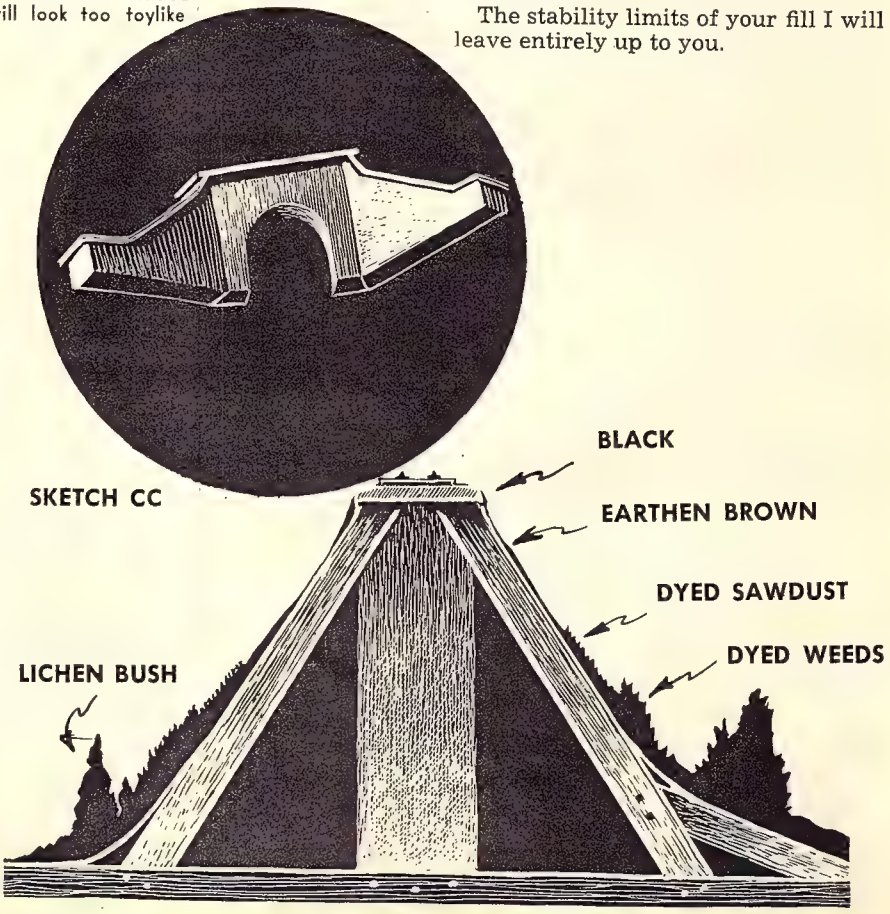
At the lowest point in the depression, where the stream will be, secure two pieces of white pine the length of the culverts and also the three or four matboard templates that will support the tagboard culvert tunnel. The two strings shown in photo A are used temporarily to align the tunnel braces under the fill. Because of the necessity of forming the stream bed out of plaster mix, the floor section of the tunnel has been left open to allow the insertion of screening. This phase shows clearly in photograph B.

Before you secure the culvert be sure you have accurately determined the pitch of the fill so that it flows around the culvert and retaining walls in a natural way. Use 1 x 2 batten strips mounted at the degree of pitch you wish to employ. You then cover this batten framework with ¼" chicken wire mesh. See photograph B. Here I would recommend that you change the plaster mix ratio from 75 per cent—25 per cent to 50 per cent asbestos shorts and 50 per cent portland cement. This will give added strength needed because of the pitch of the hill, and will also set up faster thereby allowing you to commence painting sooner.

Try and avoid a formally balanced fill. By that I mean one that is built on terrain that slopes down evenly from both sides. See sketch AA. Instead it would be much more interesting if the base terrain were of a more rugged unbalanced nature. See sketch BB. On a fill as high as the one to be developed here; grass, weeds and small bushes generally take root on the lower areas of the fills. After the plaster mix has been applied to the ¼" wire mesh covered batten framework, you are ready to insert the bunches of lichen and dyed weeds. See photograph C. When painting the side of a fill of this height be sure and keep the top a dirty sooty color which will blend into brown and then into greens near the bottom. Paint a few spots near the bottom with green enamel and then sprinkle on green dyed sawdust. This will tend to simulate a low growth of weeds. Dyed weeds a little bit taller than the sawdust should come next and then the larger lichen bushes at the bottom of the fill. The progression here from large to small growth, is from the bottom of the fill to the top. See sketch CC.

An interesting detail is the treatment of the telegraph poles. See photograph D. In many cases the poles drop down the natural terrain and contour of the land beside the fill. Still other railroads have carried the poles out across the fill, maybe 10 or 12 feet below the top of the fill. Note sketch of the formal fill. Why this isn't done universally, is the occasional unstableness of some fills.

The stability limits of your fill I will leave entirely up to you.

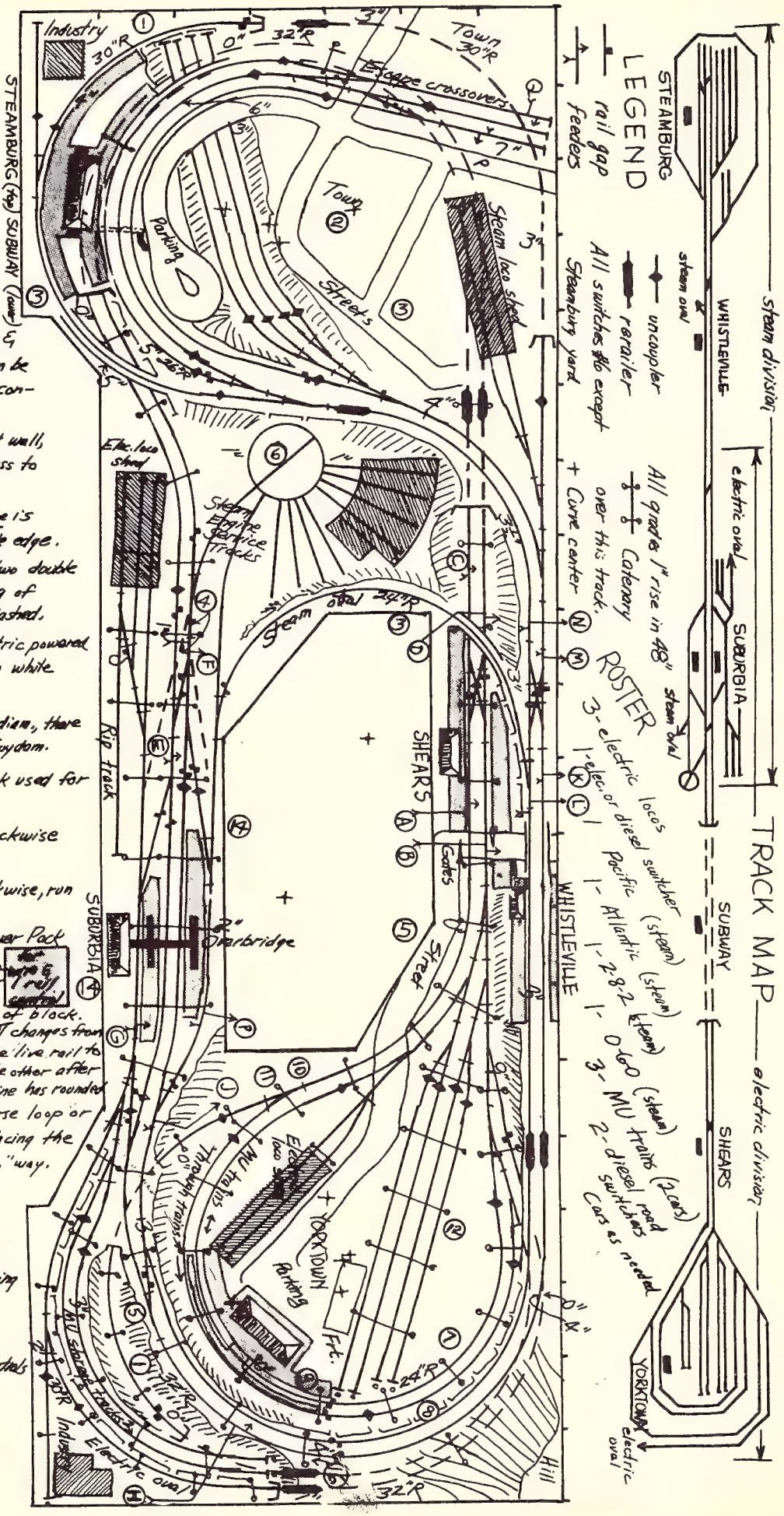


SKETCH CC

HEAVY ELECTRIC TRACTION TOPICS

70' x 20' CENTRAL RR

70 sq. ft.



LEGEND

- rail gap feeders
- steam oval
- uncoupler
- rerailer
- All switches #6 except Steamburg yard
- All grades 1" rise in 48" except over this track.
- + Catenary + Curve center

ROSTER

3- electric locos
1- elec. or diesel switcher
1- Pacific (steam)
1- Atlantic (steam)
1- 2-8-2 (steam)
1- 0-6-0 (steam)
3- MU trains (2 cars)
2- diesel road switchers
Cars as needed

TRACK MAP

NOTES

(1) Reverse loops around Steamburg & Yorktown are concealed so they can be used as interchange tracks or for continuous running.

(2) If left end of layout is against wall, town must be removable for access to escape crossovers.

(3) "SUBWAY" station on elec. line is underground, but visible from table edge.

(4) Replacing at crossover by two double slipswitches will permit lengthening of Suburbia platforms. Track shown dashed.

(5) This crossover permits electric powered trains to stop at Suburbia station while changing to steam power.

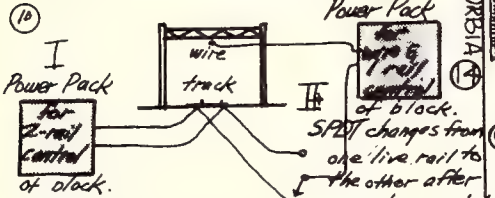
(6) Although turntable drawn 12" diam., there is space for 15"-er. Roundhouse is Suydam.

(7) This end of inner loop track used for freight make-up.

(8) Outer loop track used clockwise as freight arrival track.

(9) MUs enter loop counterclockwise, run only to end of platform.

(10)


Power Pack
wire
track
Power Pack
for 2-rail control of block.
Power Pack for 2-rail control of block.
SPDT changes from one live rail to the other after engine has rounded reverse loop or is facing the "wrong" way.

(11) Overhead need not be insulated within itself, but is "common" to all power packs II ↗, with rail gaps providing separation.

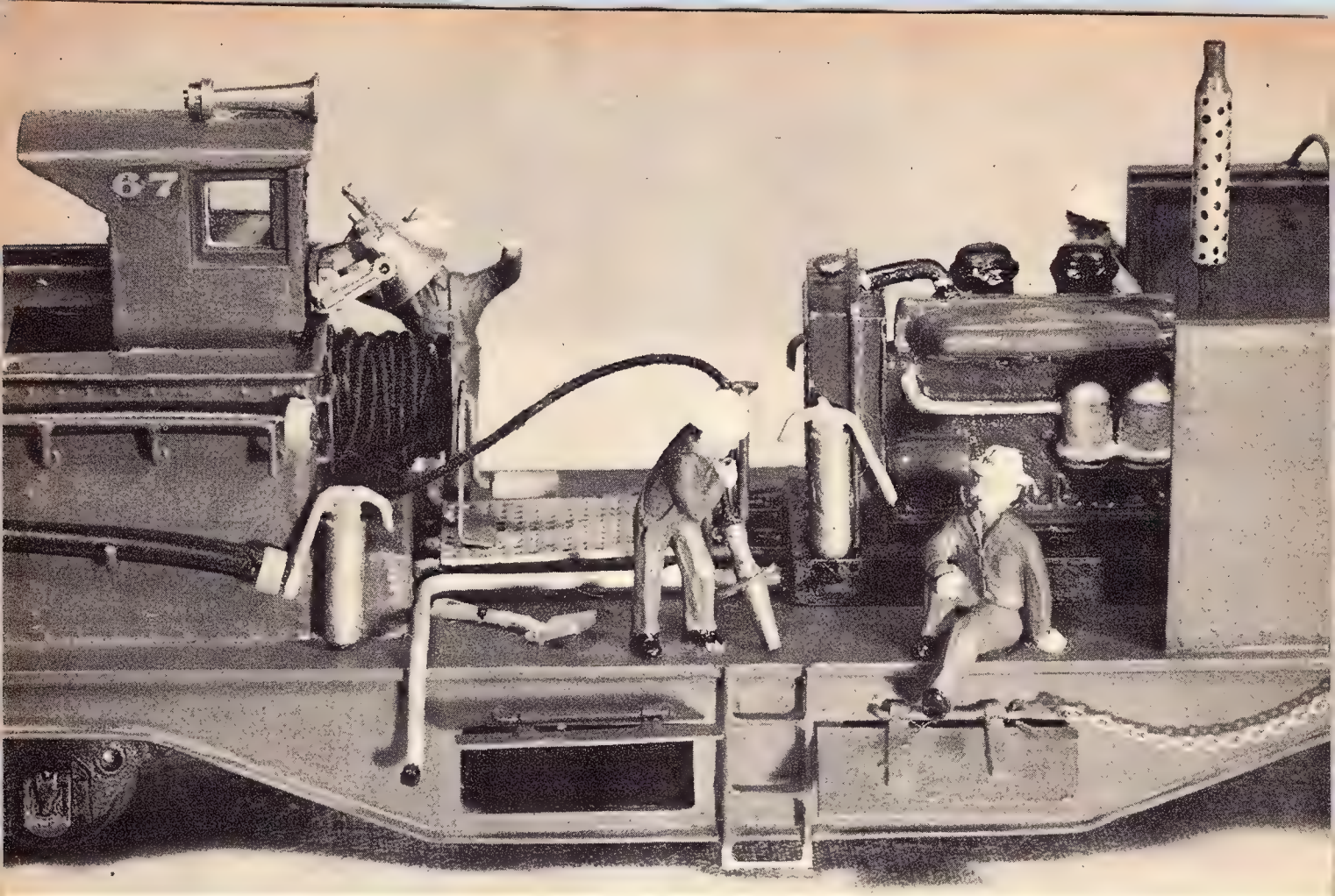
(12) Catenary may be omitted over Yorktown yards & switching done by diesel instead of a steeple cab electric loco.

(13) Possible sites for Steamburg controls

(14) " " " Suburbia "

(15) Yorktown controls.

(16) "A.C. motor stop"



A CRAFTSMAN PROJECT BY BOB WORMOLD

Photos by Joe Parrelle Jr.

Fire Car

THE conductor on the local freight picked up his microphone and called the dispatcher at Goldendale. "There's a fire starting by the north end of the Smoky Gulch trestle. Better get the fire boys on the way" Even while the DS was acknowledging the call, he was pushing the red button on his panel. The loud clang of the fire gong in the engine house sent the trained crew rushing out to the fire car, as an engine rolled over from the ready track, coupled on, and they were on their way, receiving their instruction over their radio as they rolled.

Unusual? Perhaps, but with all the timber around, timber that provided a big portion of the revenue for the Mountain Valley Lines in this part of the country, the management decided some time ago that a unit of this type was very necessary. And with nothing like it obtainable on the market, they got to work and designed their own. Which, if nothing else, has provided us with one of the most controversial pieces of equipment we have. Even though the model has a lot of detail on it, it is not hard to build. A lot of the parts can come from your scrap box, as did ours. You can tell from the bill of materials just what you have, and what you will need. The plans are full size for HO and the measurements are given in full size for your convenience in other gauges. But now to the building of this interesting addition to your pike.

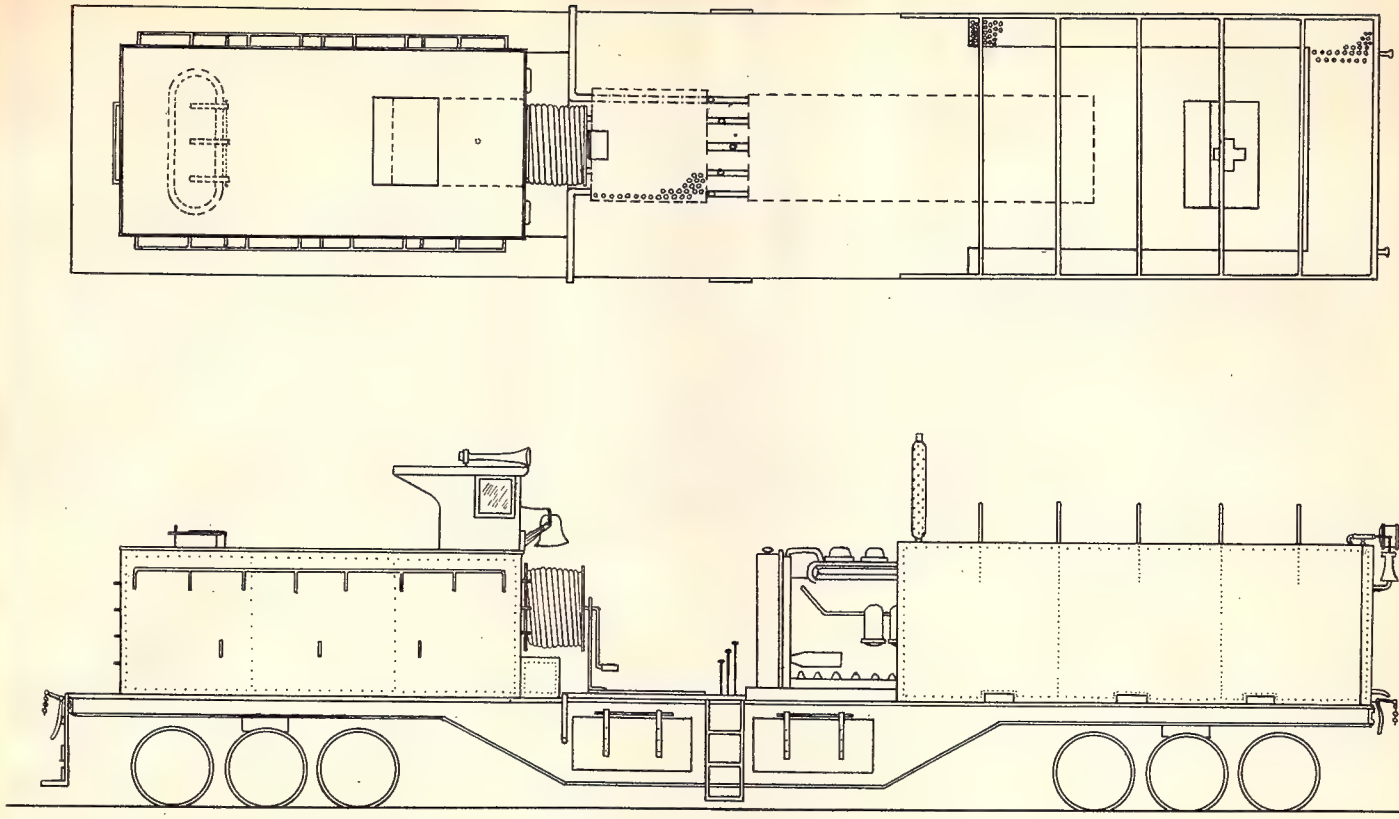
Paint some .032 sheet brass with layout blue dye and then scribe directly on the brass the patterns for the floor, sides and top of the water tank and saw them roughly to shape. Then file the floor and tank top to the exact size. Clamp the sides together and drill a ⅛" hole where the tool box openings are. Then file the two sides to the exact shape while they are still clamped together. Before you remove the clamps, cut out the two openings with your jewelers files using the holes as the start. Drill another hole in the tank top

BILL OF MATERIAL

- 1 Sheet .032 Brass 6" x 12"
- 1 Sheet .080 Brass 12" x 12"
- 1 Pair Athearn Buckeye 6 wheel trucks
- 1 Only Sterling Diesel Engine
- 1 Only Penn Line Dog House
- 1 Length .020 Piano Wire
- 1 Only Kemtron Bell—Angle Mounting
- 1 Only Marine Model 5/16" Searchlight
- 1 Length 1/8" OD Brass Tubing
- 1 Length 1/8" Brass Channel
- 1 Length 1/16" Brass Channel
- Drilled Brass Plate (Ship model grating)

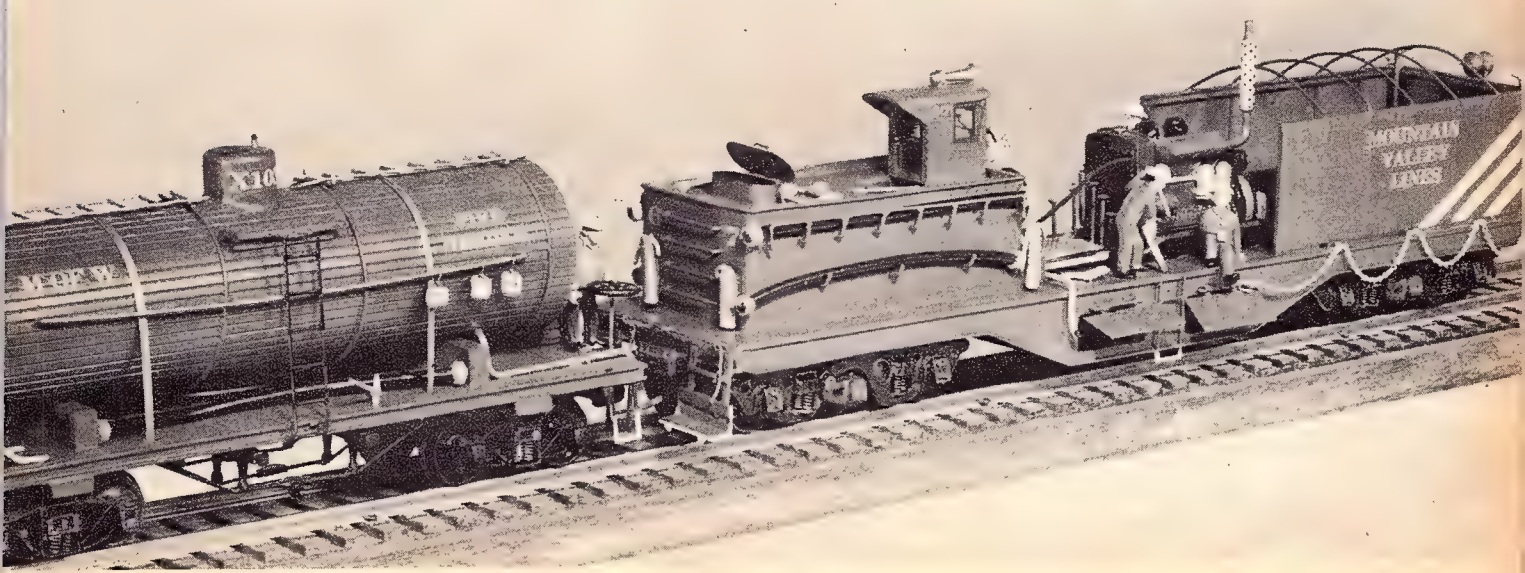
Misc:

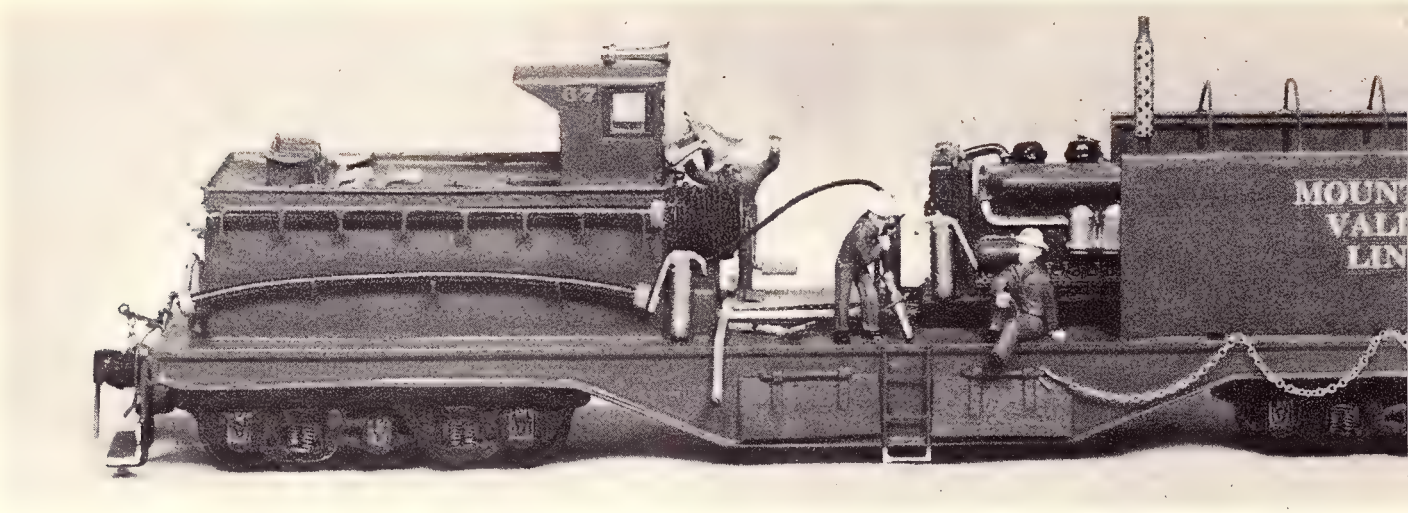
- Your favorite couplers
- Fine Chain
- Weston Figures—Asst. Weston Tools
- No. 24 Soft Copper Wire—No. 20 and No. 14 Brass Wire
- Pins
- 1/16" OD Rubber Tubing—12" Elastic Cord (Reeled Fire Hose)
- Odd bits of wood—Paint—Varnish—Decals—Patience, and the desire to do a good job.



so you can file out the opening for the steps down to the cupula that will be mounted there. While we are on the main part of the car, cut two lengths of ⅛" channel brass to the exact width of the floor itself. These will be used for the end sills later on. This completes the work with the heavier material.

Next take the piece of .080 brass coated with layout blue and carefully scribe onto it the patterns for the front and sides of the front fire screen, and the sides and ends of the water tank for which the full size patterns are included. In passing I would like to mention here that I always cut these pieces a fraction oversize and then put the two pieces together and touch up with a file, in that way getting a matched pair. While you have the sides of the front screen together file the scupper openings into them. Then scribe on each piece the lines which we will use to make the rivet impression. Do this before you do any bending at all. I won't go into the rivet making too deeply, as you probably have a system which you like. But for the record, here is the way we do it. It's not original by any means. I have the point of an old 15c compass with the end cut off, a pine block for backing and a modelers hammer that we tap with. With care, this makes some pretty sharp rivets and is a very economical way of doing them. Note that the rivets on the top of the front screen are lower than the ones at the bottom, so make sure you make a pair of sides. Now the riveting is done; you can bend over the small tabs on the end of the water tank and on the front of the screen. Then bend the front of the water tank to shape. This includes the oil fuel tank

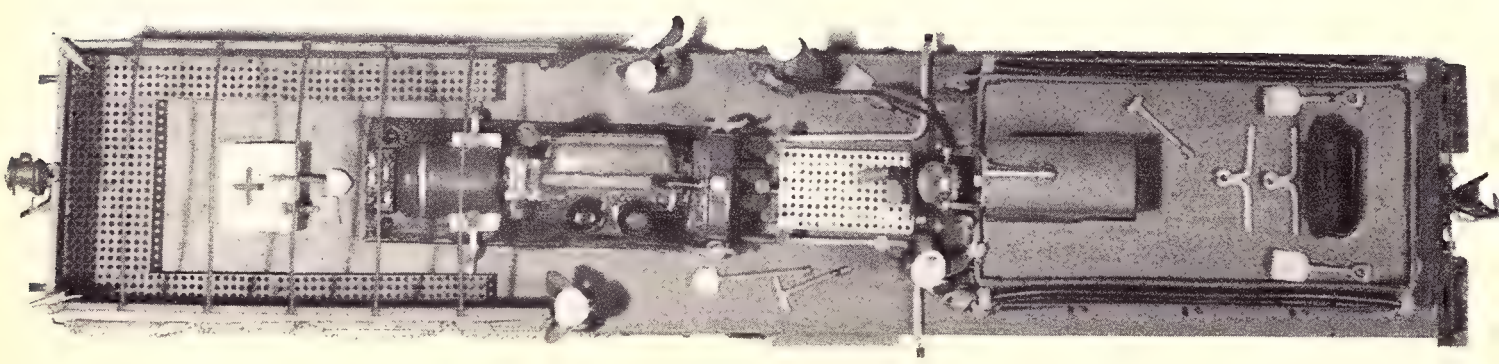


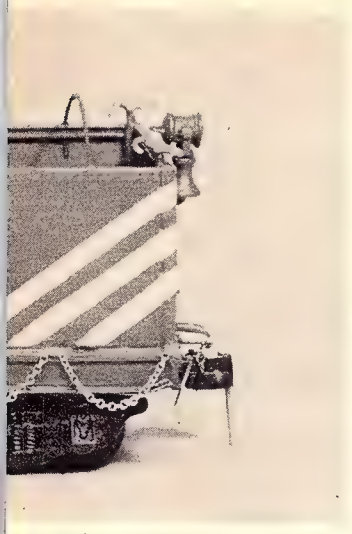


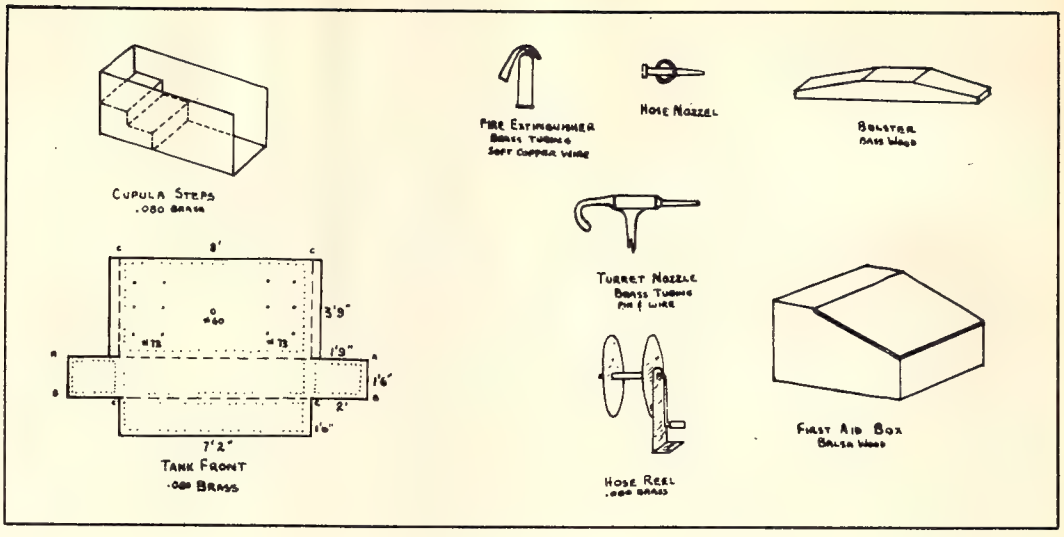
of the Diesel. Bend out first at AA, then down at BB and complete the tank by bending the small tabs down at CC. Now take a few bits of scrap brass and make the steps that go down to the cupula. This is a piece of .032 brass 7½′ long and the width of the cut out in the top of the tank. I made the steps 12″ wide and 9″ deep. The other length left forms the floor. Then cut two scraps of brass 2′ by 5′ and these are for the sides of the steps. This makes the well for the cupula complete.

Now, by way of a little change, lets drill some holes in these pieces before going on with making a few more. I might mention here that I use a 3H pencil filed to a sharp point to mark the brass for this, so that it can be rubbed off easily later and won't mark the brass. Draw a line 3½′ up from the bottom of the water tank and space 8 holes evenly along this line. It works out to 2′ apart, with 6″ at each end. Then drill No. 73 holes after center punching the marks lightly. Next divide the tank into thirds and drill three holes as shown 18″ up from the bottom of the tank. Now drill the holes in the face of the tank with a No. 76 drill for the ladder rungs and the hose reel shaft. The location of these can be taken from the drawings. In the back of the tank do the same thing. This ladder is in the middle, and is quite wide, allowing a fire extinguisher to be located on each corner of the tank. Then on the tank top floor, measure the exact center and drill a 3/32″ hole 2′ back from the front. This is for the self tapping screw that holds the cupula on. And while we are at it let's drill the No. 73 holes in the side frames for the tool box cover hinges. Now pick out a piece of 3″ channel or L brass strip for the strengtheners on the front screen. Heavy, you say? Perhaps but remember this screen is to offer some means of protection should a tree fall across it. So we made it as such. You can cut these to fit along the top of the sides and the top of the front piece as well as the rear. Once you have them cut to length, don't forget to file grooves in them for the overhead beams to drop into. This also makes the installing of these a simpler job. While on the theme of making lots of the small pieces at one time, before starting the actual assembly, lets make the water tank hatch with the lifting lid. Cut a piece of .080 shim brass to 7′ x 1′. For the sides of the hatch and bend it around a 3/32″ rod or dowel to form the ends. Then cut a piece 4¼′ x 1¾′ for the lid, and file the ends round. For the strap hinges take three pieces of brass 3″ x 24″ and put three rivets in each piece and with your needle nose pliers and a piece of .020 diameter piano wire, bend the end of them around the piano wire. This forms the hinge. This wire will go through the tank deck and will be soldered from the underside. This makes a very practical and sturdy hinge, as it seems that people have an irresistable urge to "see if it lifts up" and it does, too. True, this is a bit of extra work but I told you at the start we had a fair amount of detail on this car. If you wish, any one of the Kemtron raised tender tank hatches will do. For the lift handle of the hatch, use a piece of No. 24 soft copper wire. Bend this to shape and flatten the ends so that they can be sweat soldered to the hatch itself.

The cat walk on the inside of the fire screen is made from pre-drilled brass grill work, obtained from the Marine fittings from your hobby shop. Again, if you wish you can use ordinary brass, or Kemtron safety walk if you desire. I prefer the drilled brass, which would allow any water that is around to run off. I couldn't get pieces big enough to make the walk in one piece, so I made it in five pieces and soldered them together, as you will note from the photo and the sketch. This actually will make a very neat job of it too. And before we wrap up building of the small parts,







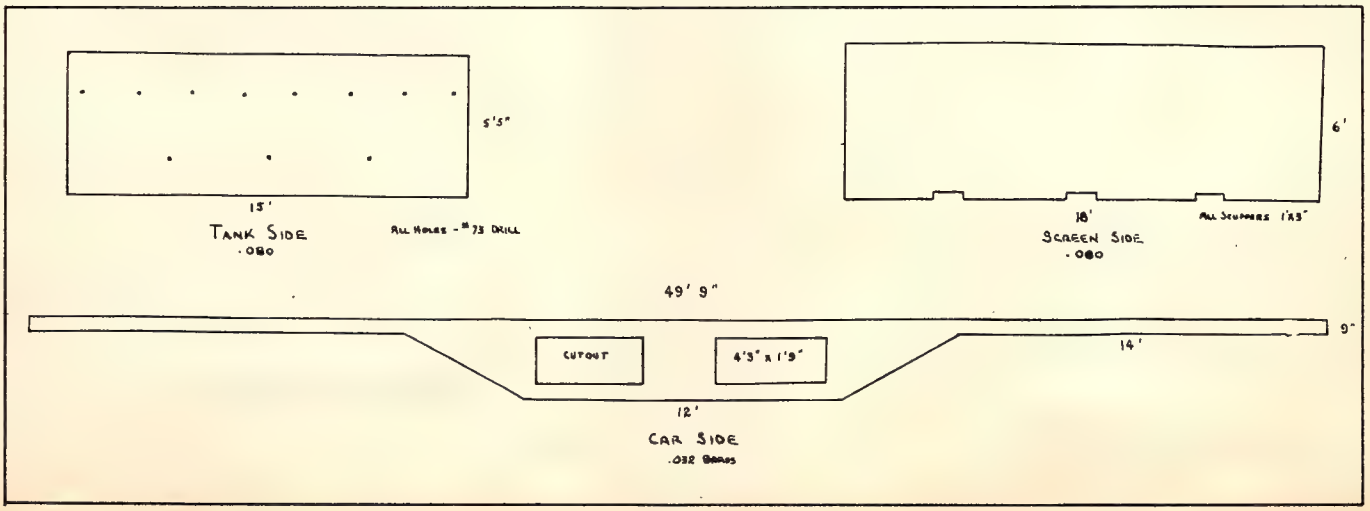
let's not forget to have the ladder rungs made up. Staples do a real fine job for the rungs on the rear of the tank. I used them for the ones on the front too. Out of scale, you scream! Well, my friends, there is no prototype to trip you up and remember too, that this is being made from material on hand as much as possible, and also it's a heavy, strong car from the word go.

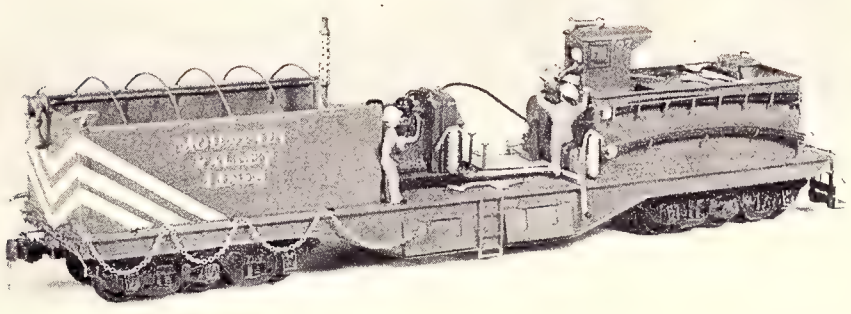
I would like to mention here, before we start putting things together, that there are several of these units that must be assembled in the order as given, otherwise you will foul yourself up beautifully. But now let's make a quick check. Have you got all the pieces made, the tabs all bent over, the ladders bent to shape? And a nice **clean** soldering iron, flux and solder? Okay. So let's go then.

Insert the ladder rungs in the holes, which should be a press fit and solder from the rear. Take the brass escutchion pins and press them through the pre-drilled holes, soldering them from the inside. We will snip them off later. Lay the pieces of the catwalk on your work bench or flat wood block and carefully solder them together, being careful not to use too much solder on this. You may have to clean out a few of the holes around the joints. We did. Flow a little solder into the corners of the pre bent tank front to strengthen them. Now solder the sides of the steps to the step itself, and trim up with a file. Don't get over-anxious and solder this to the tank top yet. Too early, my friend, too early. Next, make sure your wife is out of earshot, and take the sides of the water tank hatch, making sure it is located as per the sketch on the tank top with the joint facing the front so the hinges will hide it, and flow a little solder around the outside, using a hot iron. You can then file away the excess. Then take the hatch lid, divide it into three equal parts, put a touch of solder on the bottom of each hinge and after cleaning off your iron, sweat them onto the lid. Follow this with the handle, done in the same manner, being careful not to loosen the hinges. Now drill two No. 73 holes in the tank top, dropping the hinge wire through and solder from the underside. You can now call your wife back and show her how it works. Getting interesting, isn't it? So let's get to the rest.

By way of variety, let's assemble the front fire screen next. Take the two sides and the front and mark a line 1½' up from the bottom. This will give you something to line up the cat walk on. Lay the front piece face down on your work bench. Take the cat walk, locate it on the line and with a hot iron solder it from the **underside** to the face plate. In doing this, make sure you leave enough room on each side of the catwalk for the sides to slip into, behind the tabs. Take the sides, locate them behind the tabs on the front plate and line up the catwalk with the marks you put on the sides and solder these from the underside also. Then very carefully, flow a little solder into the corner where the sides and the front meet. You don't need much here as the top strengthener provides most of the support. Now take the small pieces of channel brass that you have cut for the strengthener and holding them in place with tweezers or pliers, flow solder into the top of these. Try to leave the grooves that you filed open before for the overhead beams clear, but I rather suspect they will have to be cleaned up with a No. 76 drill. There, not hard, was it? Set 'em up roughly on the floor and take a look.

Time now. Let's put the handrails on the tank. These serve not only as handrails but as a holder for the suction hoses that this car carries. Mark, with a pencil on the brass excutchion pins that you put in previously, a line 6" out from the side of the tank, and with needle nosed pliers bend the remaining part of the pin up, with the excep-





Dangling chains, marker lights, working toolbox covers; these and other details are the delight of any person who knows and appreciates fine models. Why don't you build this?

tion of the first and last pin which you cut off to a length of 6". Then take a piece of .020 diameter piano wire or brass wire if you wish, and bend it to the shape shown and solder it in place. The bottom three hose supports can now be bent up in the same manner after touching off the sharp point with a file. We can now put the tank together. This will be accomplished in the same manner as the front screen was, but you don't have to be so careful with the solder, as it is all hidden. I just hold the side to the end tab with pliers, make sure it is true and tack with solder, then do away with the pliers and flow some more solder onto the joint. The other side and end follow suit.

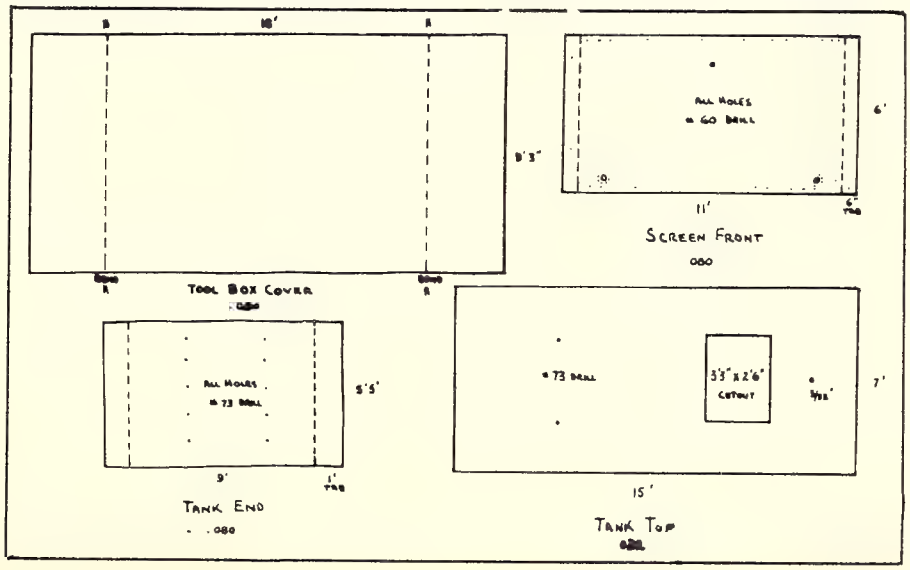
Let's side track for a few moments at this point and clear up the Penn Line dog house casting in the usual manner with your small file. Then take the face plate and center punch it and very carefully drill two 7/64" holes in the front plate. This will allow you to file out the excess metal in between and form the oval window. Now drill a No. 58 hole below the window as shown in the sketch and tap for an .090 optical screw. This will hold the mounting bracket for the Kemtron Bell. Next drill a No. 50 hole in the roof of the cupula for the radio antenna. Oh yes, nothing but the best. Now by the old reliable cut and fit method, cut four windows out of celluloid to fit inside. Make sure the front window doesn't cover the hole for the bell mounting screw. The method I use to fasten the windows is both simple and effective. Paint the inside of the cupula with Pactranamel. I use flesh color, and while it is still wet, press the window into place. Once dry, it holds them in place neatly and without mess. I would also suggest that you paint the window frames in whatever color you want the trim. I used Floquil Tuscan Red, as this is standard on the M.V.L. This completes the cupula, and you can now screw it onto the tank top. Once this is in place you can solder the steps that you put together before, onto the underside of the top.

Don't get too eager and put the top in as yet, because we will put a beading around the water tank first. This is done with No. 24 soft copper wire and a **hot** soldering iron. Take your wire, pull it straight by holding one end in a vice and pulling the other end until you feel it "give". I started the beading at the center front of the tank, so the bell hides the joint and tack it with solder as you go. When all the way around, snip off the end to make a neat joint and then go over it, flowing on more solder as you go. Once done, you can file off the excess on the top so you end up with the beading smooth and flat. Now we can put in the top of the tank.

Set the top in the pre-assembled sides, and if your measurements have been correct it will fit very neatly. Allow it to go down, and line it up with the rivet impression you have, clamp it in place and turn it over and flow solder around the edges. There now, there is another basic component done.

Next take the floor of the car and either clamp or hold the sides with pliers. Allow a 3" overhang of the actual floor over the sides and flow solder along the inside. Make sure you keep the sides straight and don't allow any buckle in them. Then take the channel ends and solder them in flush with the end of the floor. You may have to touch up the sides to get a nice flush fit. While the iron is hot and handy put a beading on the bottom of the sides, following the same method used for the water tank.

Again as a bit of variety, let's go to work on the pump engine. With your jewelers file, carefully clean up the soft metal castings. Next drill a No. 60 hole in the top of the block, 9" from the front and a No. 60 hole in the radiator top, and in the back. The top hole is for the radiator cap and the other two for the piece of 1/16 wire to form the radiator hose. Now take a piece of 1/16" wire 1½" long and a piece of 1/16" diameter brass tubing 3' long and solder it onto the wire as the drawings show, forming the muffler. After bending the exhaust use Sal-Met on the casting and the wire, and solder this to the casting, making sure that it is both horizontal and vertical. And seeing that we have lights on the car we need a generator. This is simply a piece of ⅛" dowling, slightly flattened on one side and centered to the casting against the end opposite from the starter. Now to give the generator something to "Gen" into, we made a heavy duty battery. Take a piece of basswood 12" square and 2' long and drill six No. 76 holes evenly down the top. Snip off the heads of some brass excutchion pins, press in and you have the caps. The same thing applies to the terminals at each end. Paint the wood black, the caps red and the terminals silver and there you are. Before we paint the pump engine, drill a No. 60 hole in the center of each of the blocks on the pump portion and a No. 76 hole in the top of same for the valves. This can be painted and the colors you choose, of course, are pretty much up to you, but here's how we did it. I use Pactra 'Namel exclusively on this. The box is gloss black, as is the front and rear of the radiator, the radiator hose, and the air cleaners. The fuel injectors are tan. The head, generator and starter are red. The pipes, oil cleaner, blocks on the pump and bands on the pump are silver, as is the instrument panel and the muffler. The manifold and exhaust pipe are a rusty color which I mixed myself. The muffler is then given the

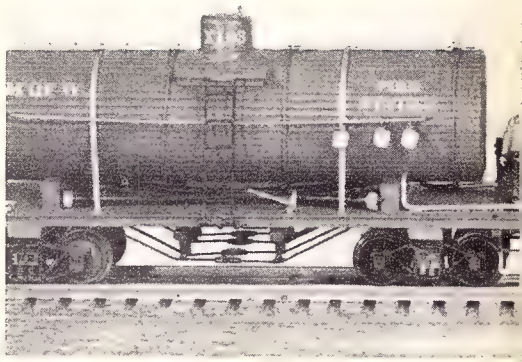


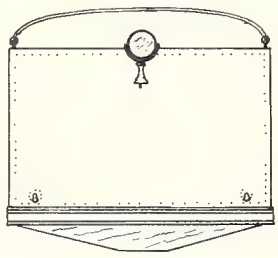
impression of having an air cooled shield around it by putting black dots of paint, evenly spaced on it, as you can see from the sketches and photos. And that's another part of your fire car done. Quite an important part too.

Well now, it's about time to start putting some of the finishing touches on these parts before going into the final assembly. Take some of your .020 spring steel wire and cut two pieces 20′ long and three pieces 12′ long. I think the best way to fit these pieces, which are the protection beams for the front fire screen, is the old bend and try method. You will note that the rivets mark the location for these beams. So take care and they will come out very nicely. When you have them bent and **even,** put them in place and solder them to the top frame. I don't feel that it is necessary to solder them on the inside of the screen, as the tension of the wire holds them in place. Then trim up the excess solder with a small file. The cover for the tool boxes is a piece of .080 brass 9′ wide and 20½′ long. Bend at AA after putting in rivet detail if you wish, but don't solder in place as yet. The bolsters are made from wood 7½′ long by 2′ wide and 1½′ deep, and cut to the shape shown. Now make and install the tool box doors. These are made in exactly the same manner as the water tank match lid, and the measurements can be taken right off the drawing. When these are in place you can solder the tool box cover in place. Do this carefully.

Cut your ladder stock for the side ladders to size and solder them in place. Now cut some scraps of 1/16″ wire to about ½″ long and solder a piece in each corner of the front screen and also the water tank, allowing them to protrude ⅛″ below the bottom. Carefully mark the location of these on the floor, and drill 1/16″ holes and fit the screen and tank onto the floor and solder from the underside. If you haven't already done so, make the First Aid box out of a scrap of balsa or pine and paint it white with a red cross. While this is drying you can cement the bolsters in place. I used Walthers Goo on this with very satisfactory results. The same thing applies to the ⅛″ thick block of wood I used for mounting the Kadee Couplers. I purposely left the couplers off the drawing as there are so many favorites. But by using wood bolsters and wood coupler platforms the car is completely insulated. Also add the Kemtron steps on the rear of the car. I also made coupler lift bars from piano wire, bent a piece of narrow shim stock around them, four hinges to a bar, and soldered them in place. Add the headlight to the front screen, and you are getting close to the end. The valves on the piping from the pumper are straight pins with the heads filed flat. By taking care with these little details, your car becomes a piece of rolling stock you can be proud of.

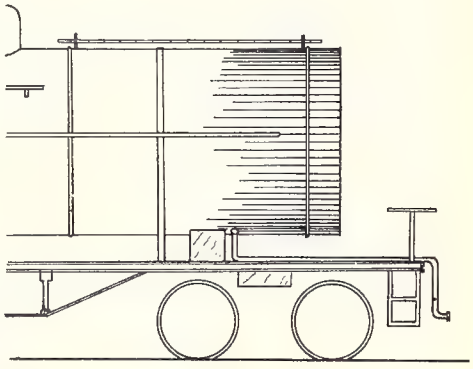
I may seem to be touching lightly on these final details, but at this stage things are really falling together. When all your soldering is done, make sure you clean your car **thoroughly** before painting. After careful consideration we decided to paint the car red, with the underframe all flat black. Ours has two coats of Floquil Caboose Red on it. Then followed with one coat of semi gloss varnish, then the decals, and finally one coat more of semi gloss varnish. It is now finger proof. When the car is completely dry, and we left ours for two days under a 100w light bulb, you can cement in place the Diesel Pumper, the first aid box and the hose reel. One end of the shaft goes in the hole you drilled in the front of the tank and the stand was cemented to the plate. Again I used Walthers Goo for these jobs.



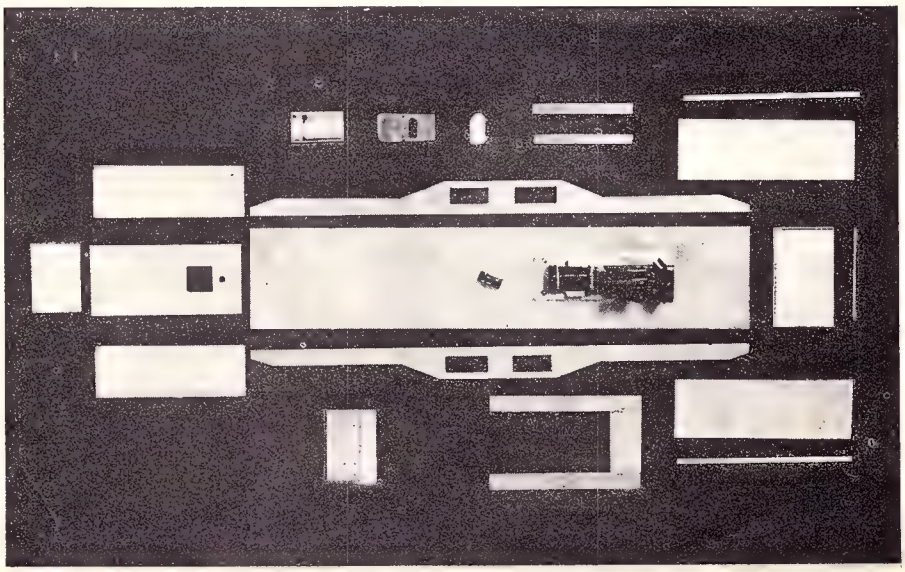


At this stage you have things pretty well whipped into shape. The sketches of the fire extinguisher are self explanatory and the photograph shows the location of them on the car, as well as the tools, and the men. The men, incidentally, are all Weston Figures with odd bends here and there. A little careful trimming of the soft felt hat they had on quickly makes a fireman's hard helmet out of them.

You may be wondering where the tank car comes in. Well, my friend, do as I did. 'Got on old tanker that's out of service, laying on the rip track? Give it a coat of paint, hang a few tools, etc. on it, add a pipe for the water to get to the pumper and there you are. For your information, the tank on the Fire Car has a capacity of 3,265 gallons of water. The Diesel Fuel Tank holds 117 gallons of fuel oil.



So now you have it. I certainly hope that you have had as much fun building this as we did, and that it catches the eye of your friends like ours did. They say that rarity is the spice of life, and here you have plenty of spice. Just wait and see.



These are the brass parts which must be cut and filed to shape, then soldered. If you're still afraid of tackling brass and solder, you can make the model of wood and bristol.

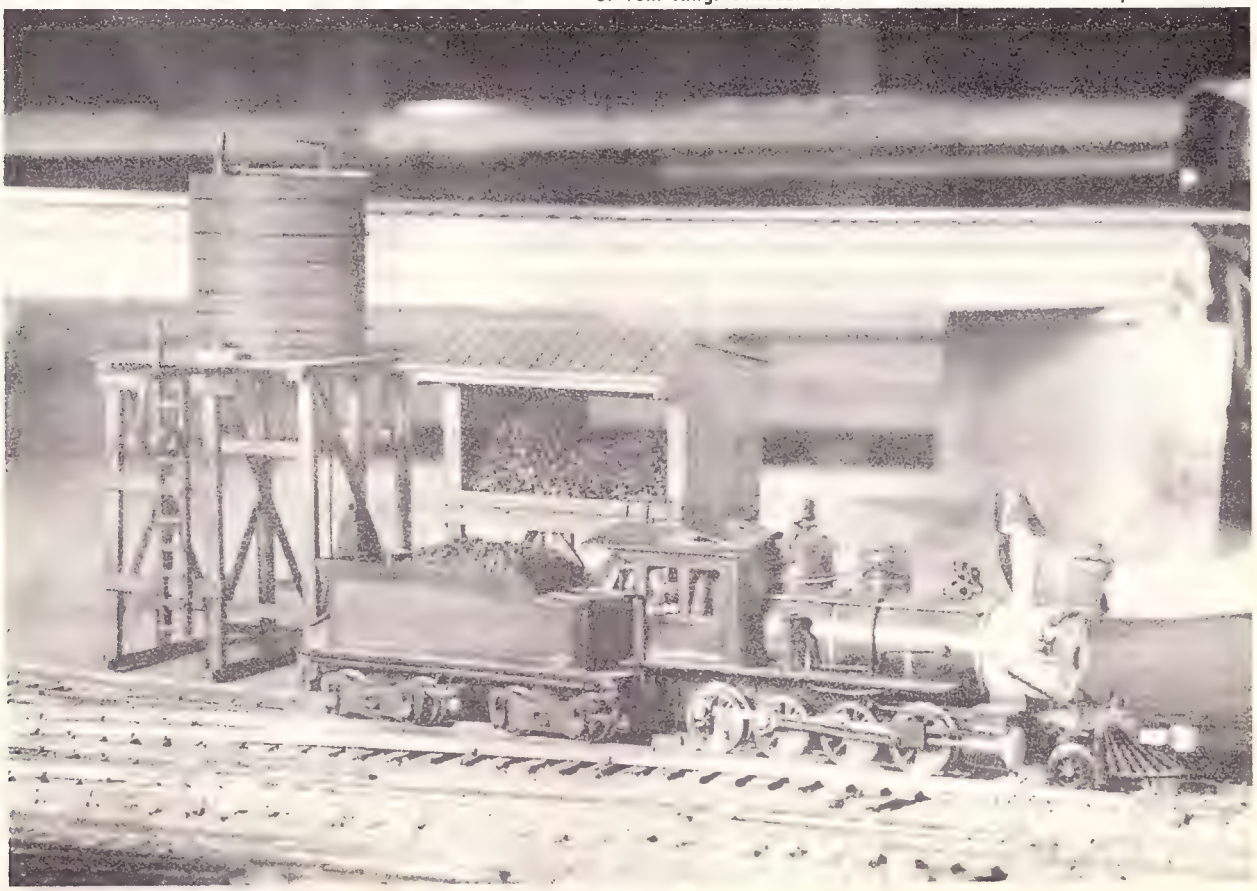
Pride of the Western Valley Railroad of Russ Porter is this fine custom built Milwaukee Road S-2 4-8-4 type steamer shown drifting downgrade from the Summit with a long freight during one of the many trial runs. This engine has released two diesels for other runs. Steep cliffs and enclosed cab tell country served by WVRR.

Photo by Pierre Perrin, Milwaukee

RAILROADS ON DISPLAY

A real miniature golden spike was used in the golden spike ceremony held recently on the Washington Heights Railroad, owned by Pete Laski and C. Smith, both of Chicago. Here, left to right, are Messrs. Smith, Pollock, Martuskehi, and Laski. Layout measures wopping 10'x21'.

An HO Brass Betsy, now offered by Model Engineering Works, shown after coaling up at an oldtime fueling depot, built from recent RMC plans. This scene ont he Silverado & Santiago Southern Railroad of Tom King. Unusual in HO are the Fox trucks and Spark Arrester.

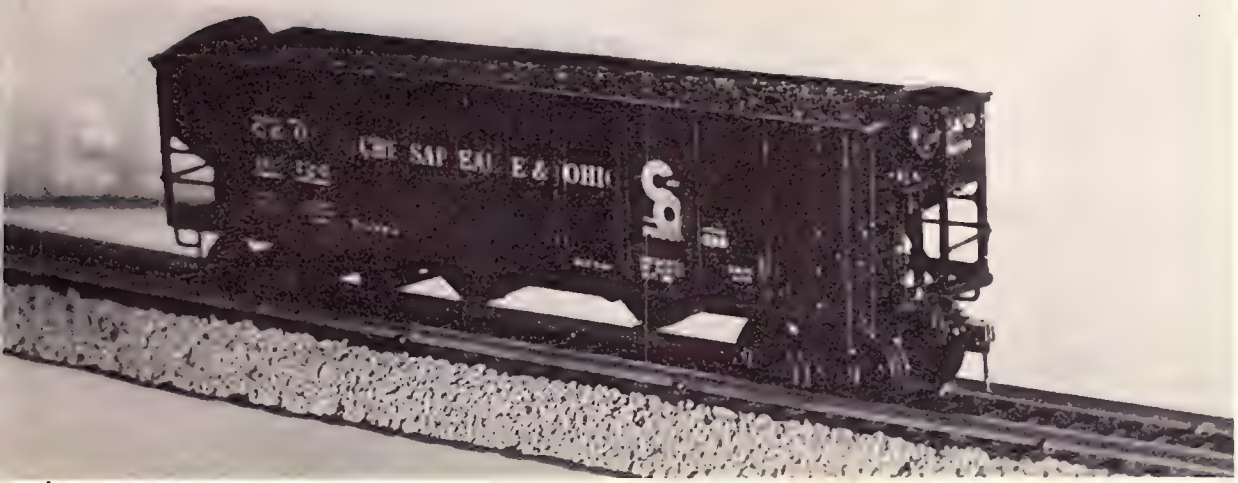


A beautiful O gauge grist mill constructed of cardboard, balsa, and dowel by Edwin C. Tyrell Jr., Philadelphia; 17 year old model builder who is now changing over to HO gauge and hopes to build the mill in that gauge, too. The roof contains over 500 individual shingles of 1/32" sheet balsa. Model is painted with brown wash, hand rubbed with tints of green, white, and various other shades of brown.

The Helegon Division of the B&ORR is a 4½' x 6' HO pike built by Fred L. White, San Diego. A switcher's nightmare, the pike is a real industrial switching outfit and the builders loves to spend hours just shuttling cars around. When visitors come, a train is put on the main and allowed to loop around and around and around.

C&O hopper is also the work of Fred L. White, who built the layout above. Nicely detailed, it was built from plans appearing in RMC.

We pay $5 for readers' photos used in this section. Send size 4x5 or larger prints to: Editor, Railroad Model Craftsman, Ramsey, New Jersey.


CHE SAP EAS E & OHI

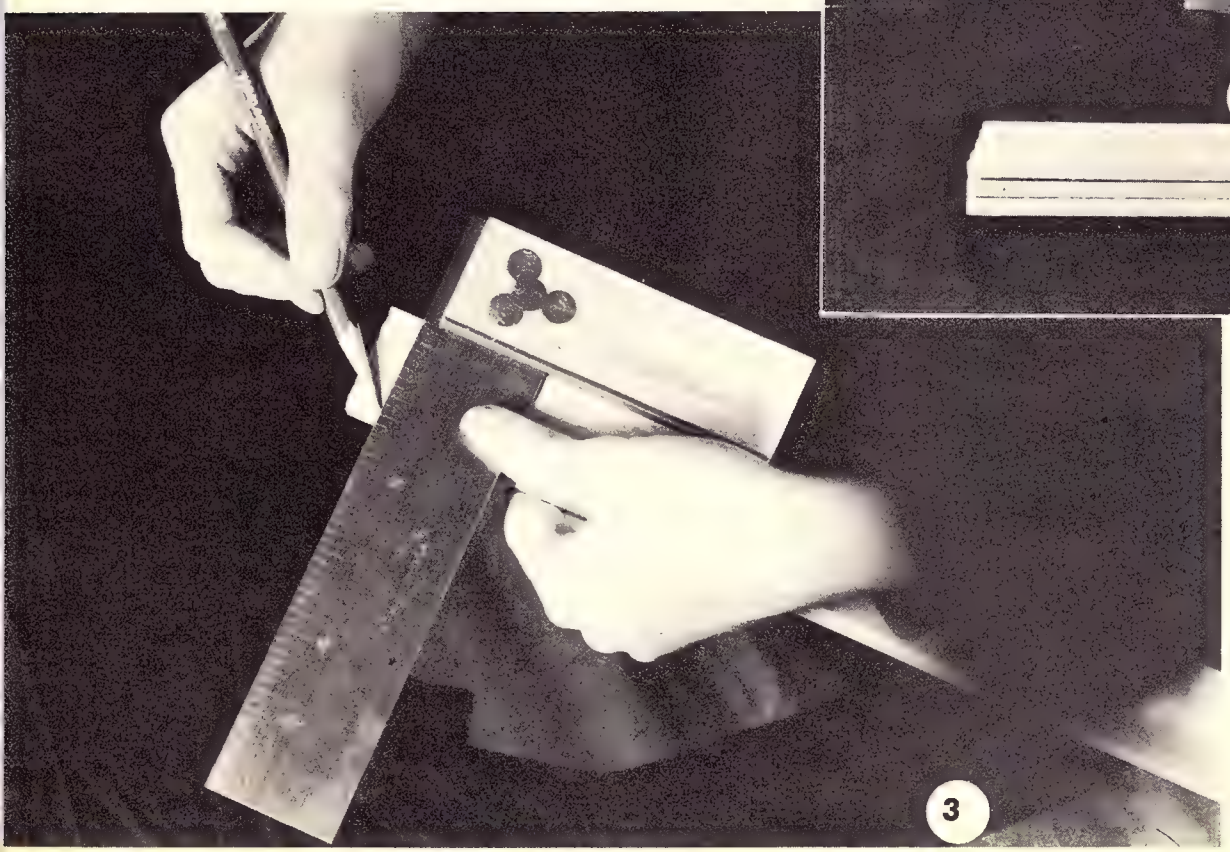
1

Tools you'll need to make an accurate, square body are shown ABOVE. Included are T square, scale rule, pencil, cement, files, razor saw, and Mitre Jr., plus model wood.

RIGHT: Tacking wood pieces together insures all pieces being cut to exactly the same length. When making car bodies, its just as easy to cut out three, or five, or more, as it is to make just one. A circular saw is not needed to cut out perfect bodies, although it is faster.

2

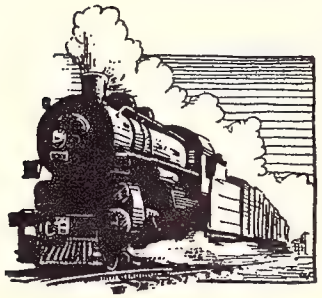
BELOW: The square is used to draw 90° lines across the wood. If lines are not accurately drawn, parts will not fit properly. Don't rush; do the job right the first time.



3

build your own
BOX CAR BODIES

by Jim Corrick



IN spite of the trend toward ready-to-run model railroad equipment, that old stand-by, the construction article, still continues to flourish in our hobby's magazines. And, I suspect it always shall because:

Breathes there a man with soul so dead
Who never to the guests has said,
"These cars came from my dealer's shelf;
But, look, **this one,** I built myself!"

(Imagine, Bill Schopp never wrote poetry like that!!!)

The newcomer, though, can have his troubles when he tries his hand at scratch building. All construction articles do not (in most cases cannot) go into detail on some of the so-called simple things of basic model building. Yet scratch building of rolling stock and structures has never been easier, and if you newcomers will gather 'round, ye author will try his hand at a series of articles dealing with some of these fundamentals.

We'll start with the box car type of freight car since it represents the majority type of rolling stock and has certain features which will best illustrate the things which we'll try to do. Construction will be all wood and first efforts will be toward building an all-wood box car or reefer (I have plans for an article on a very acceptable steel-type box but also made of wood).

Precision cut wood by Northeastern will be used exclusively. It's admitted that wood is wood (many old timers like to talk about the "good old days" when cars were built from orange crates and cigar boxes) and there's no objection to the use of whatever supply is at hand. But the material supplied by Northeastern is inexpensive, to scale for your particular gauge, and, where necessary, properly and correctly shaped. So before going further locate a source of complete supply from this company. A good idea would be to send a self-addressed, stamped envelope to:

Northeastern Scale Models, Inc.
Box 100
Ballard Vale, Mass.

and they will send you an illustrated listing of their entire line. This listing can be used as a reference or even as a catalog for ordering direct if no hobby shops are available.

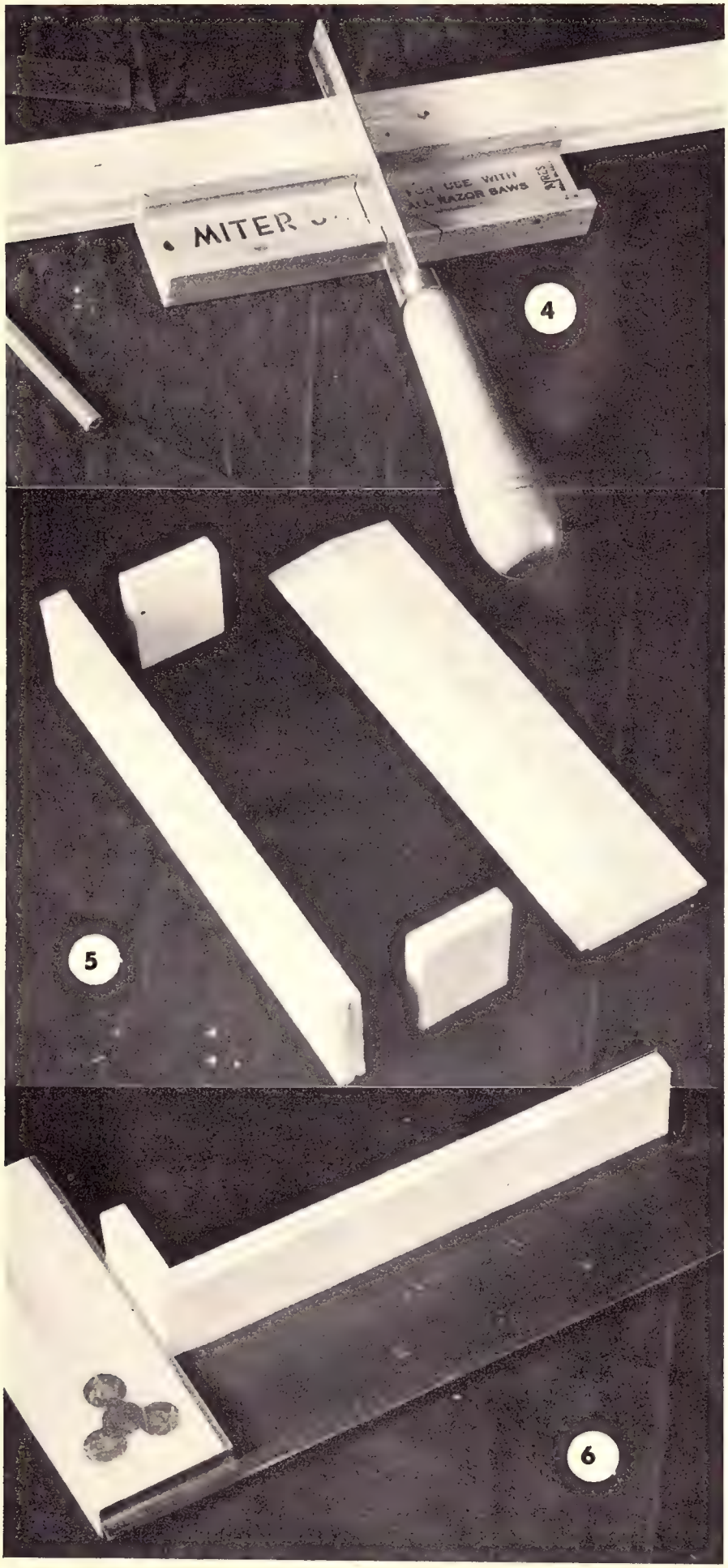
Photo I shows the material necessary to get started. Everything illustrated is available at your local hobby shop or from your favorite mail order source. All of the items are essential for proper building and will be used on almost any project you might undertake.

You'll need:

1) A Zona or X-acto razor saw for fine cutting.
2) An Ayres miter box for accurate cutting.
3) A metal ruler scaled for your particular gauge. Several makes are available for O and HO. Kemtron sells a high-quality rule for both S and TT.
4) One or two fine-toothed files for lightly touching up sawed edges.
5) A square for accurate drawing of lines and squaring up corners.
6) One or two good drawing pencils.
7) A bottle, tube or jar of a good model cement.
8) A box of toothpicks for spreading the cement.
9) One length of freight car overhang roof stock and two lengths of freight car floor stock. If you're working in HO, get HO stock; if in TT, get TT stock, etc.

The basic body will consist of a roof, floor and two ends. Doesn't sound like there's much to it, does it? And there really isn't. But it must be done right because the basic body is the foundation for the finished car and construction must be accurate (did you ever drive an automobile with the frame out of line!).

Box cars vary from 36 feet to 50 feet in length. For this one, we'll choose 40 feet (which is a good average) and saw off a roof and floor section 40 feet in length. It's darned important that these sections be **exactly** the same length, so to guarantee this, nail the two sections of floor stock to the roof stock (care being taken that the edges are lined up properly). A small hammer and small wire nails are fine for this—Photo II shows how easily it can be done. Now



we can measure, mark and saw all these pieces just as if they were only one piece.

The scale rule will permit "direct reading" — i.e., 40 feet on the ruler represents 40 real feet, etc. Use it to mark off 40 feet, then use the square to draw a straight line for sawing (see Photo III). It's here that we can practically make or break our finished car because measuring, marking and lining must be accurate.

If you're working in TT, at this point you'll have an advantage over other gauges in that your roof and floor stock will fit very nicely in the miter box. The miter box can be used with other gauges but sawing will have to be done with the wood alongside but **outside** as shown in Photo IV. Carefully line up the 40 foot line (which we've drawn with pencil, ruler and square) with the slots in the miter box and carefully, and slowly, saw through floor and roof stock.

Before working on the ends, let's decide on 9 feet as the overall height of our box car body. (We have to decide this in order to know the size of the end pieces). Then, with the scale ruler, measure the thickness of the roof at the thickest point. Next measure the thickness of the **two** floor pieces. Add these two figures together and subtract from 9—ergo, the answer is the correct length (or height if you prefer) for our end pieces.

We'll need four end pieces for the ends. These are marked and cut from the floor stock in exactly the same way as for the floor and roof. And, accurate marking and sawing is just as important!

Did someone say we now have too many parts because we have four end pieces and two floor pieces? It's taken care of very simply; we cement the two floor pieces together, and make the ends by cementing two end pieces together for each. The double thickness gives extra strength and a solid construction for the finished body.

However, before cementing the two floor pieces together, examine them and note that on one side there is a very slight groove extending the length of the pieces. This is a welcome convenience which Northeastern puts on one side of all their floor stock. It's for the under sill (part of the car body we'll discuss at a later date) and saves a lot of measuring and cutting. So be sure and cement the two floor pieces together with this depression on the "outside" of each. Actually, it's only needed for the surface that will become the bottom of the car body, but with one on both sides of the floor there's no chance of going wrong.

As for the actual cementing, **follow the instructions** on the container in which the cement comes. After all, the guy who made the particular brand you're using knows more about how it should be used than anyone else in the world. Follow his directions!

We now have all the elements for

our basic body—a roof, a floor, and two ends. Photo V is an "exploded" view of these, and shows just how they go together.

And that's easy too. The ends are first cemented to the floor and, after the cement has thoroughly set, the roof is cemented to the ends.

One precaution though. The ends must be perfectly even and square with the floor. It's practically impossible to do this by eye so use the square, as shown in Photo VI. Or the miter box can be turned on edge (see Photo VII) and use as a square. Either method will do the job easily and accurately.

Now cement the roof in place. Since the ends have been properly squared, this can be done by eye—just be sure that all edges are even.

Photo VIII is the completed basic body. It's accurate and sturdy and around it can be built an amazing number of box and reefer car types. Naturally, there's nothing binding about any measurements used here. If you want to build a car from plans (or a construction article) just substitute the proper height and length for the 9 feet and 40 feet we've used. You'll still end up with an accurate and solid foundation—which is half the battle in any kind of construction work.

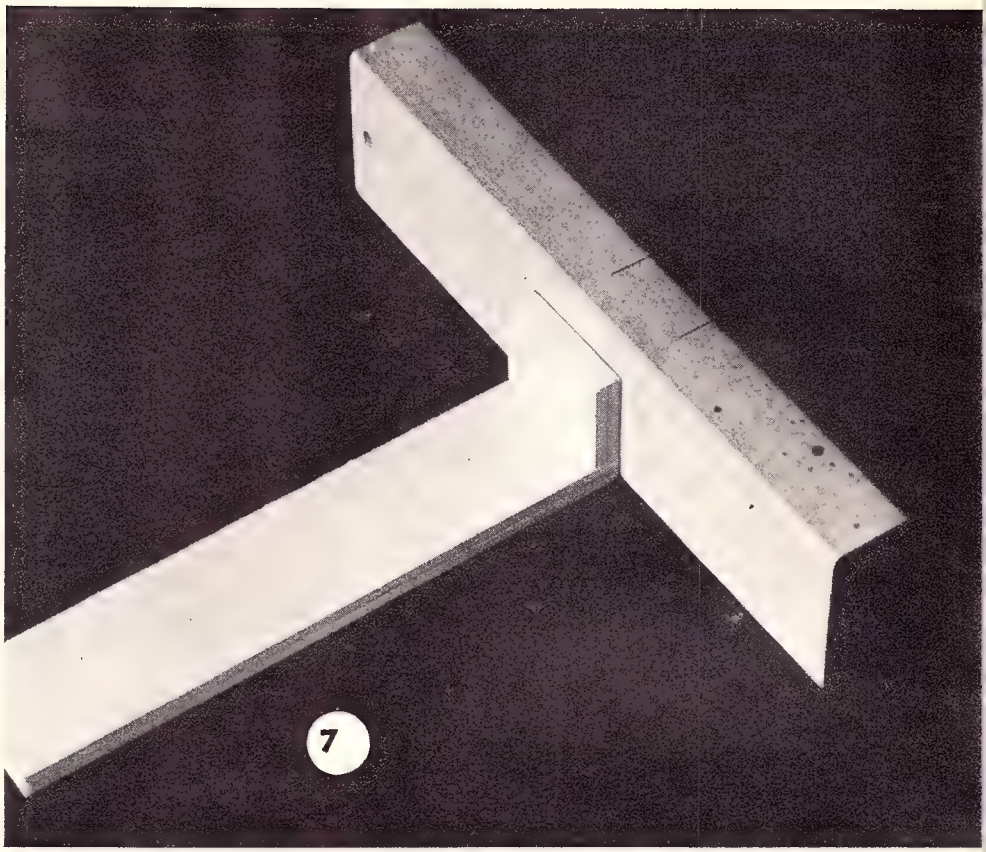


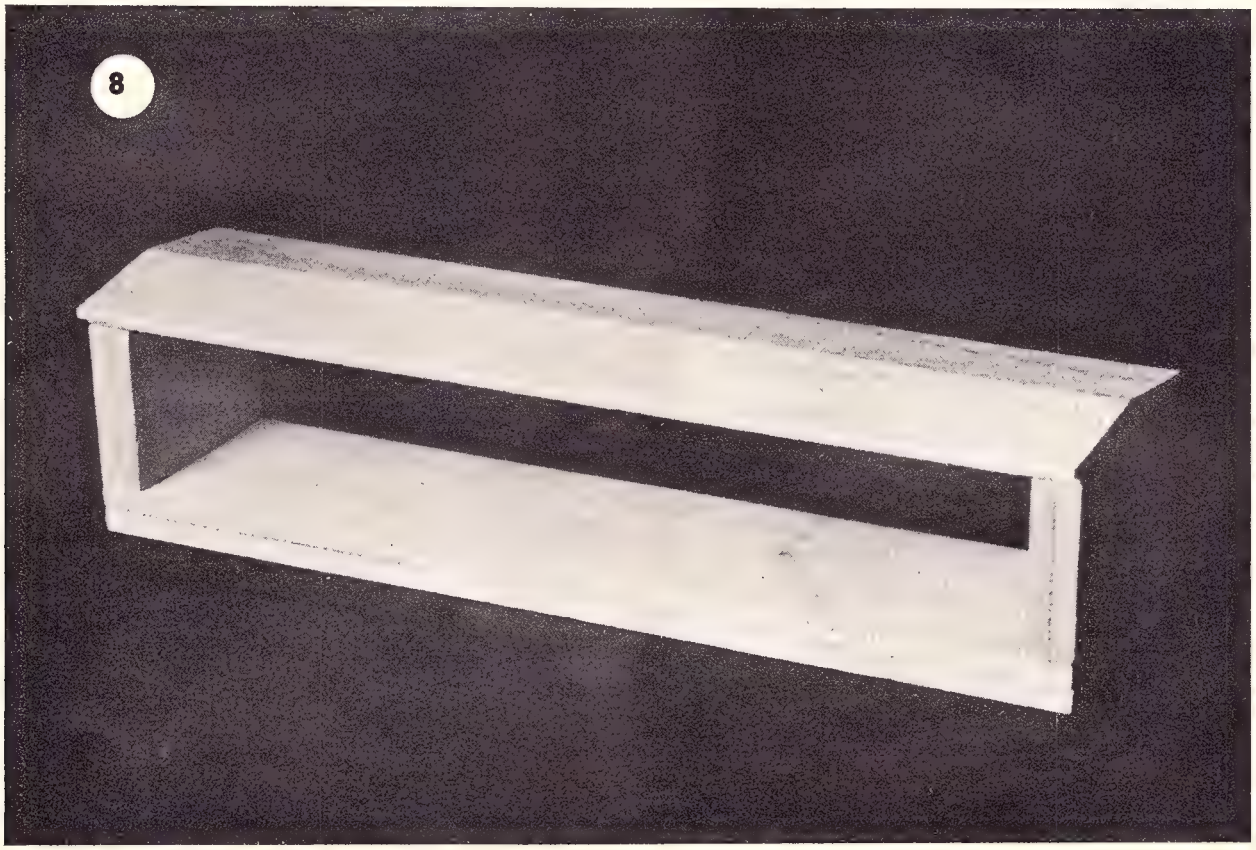
Fig. 4: When pencil line has been drawn on the wood pieces, the actual sawing can be done. Economical Mitre Jr. makes the job easy but since wood is larger than the groove in the Mitre, the wood must be butted against the Mitre while sawing. Wood for TT and HOn3 cars will fit inside Mitre.

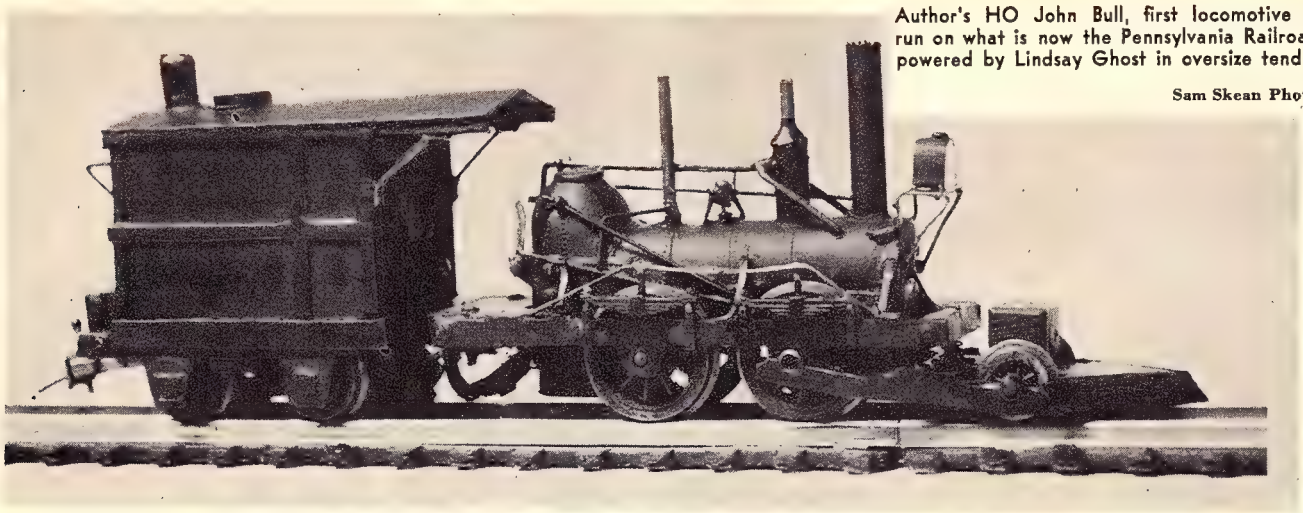
Fig. 5: These parts make up the basic body: roof, floor, and two ends. A number of such parts can be stockpiled and used for future projects. Parts should be sanded smooth.

Fig. 6: Parts are cemented together with fast drying model cement. Again, the square is used to assure perfect fit of all parts. If any parts should be out of true, make them over. Bodies for S and O gauge should also be nailed.

Fig. 7: Another view of an end being cemented to the floor showing how the Mitre Jr. can be used as a support or jig until the part has dried. A good body is 90% of the model.

Fig. 8: The finished body. Your hobby dealer can supply needed trucks, underframe, steps, roofwalk, couplers, ends, printed card or scribed wood sides, decals, doors, steps, and other detail parts. Ten identical wooden bodies can be built into ten entirely different cars.





Author's HO John Bull, first locomotive to run on what is now the Pennsylvania Railroad, powered by Lindsay Ghost in oversize tender.

Sam Skean Photo

THE JOHN BULL

by William Schopp

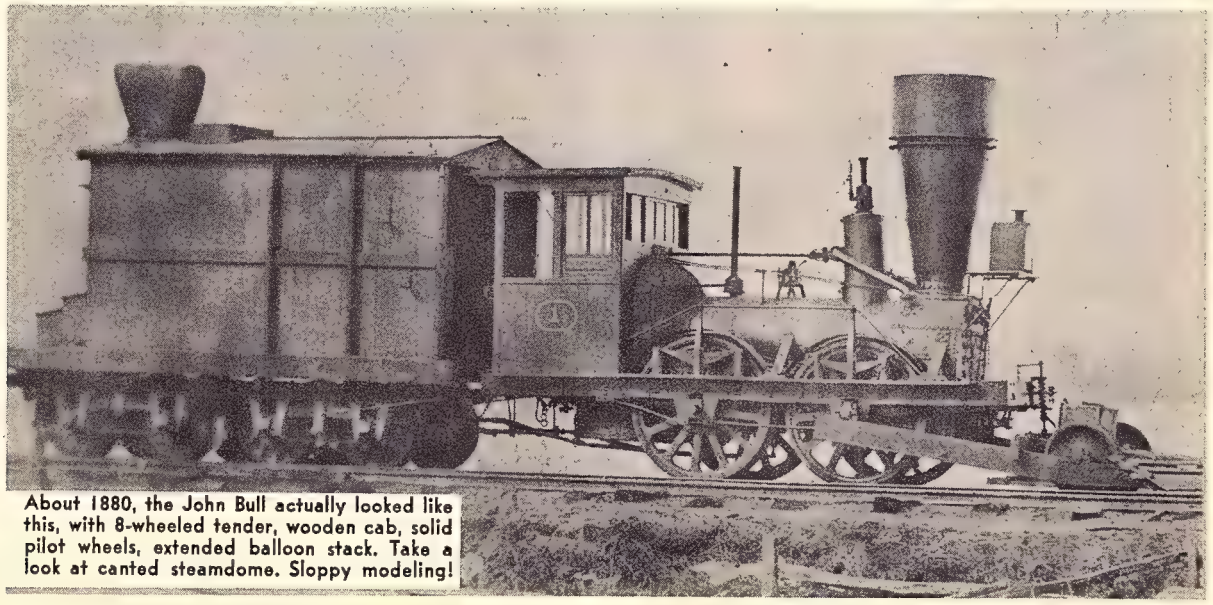
Photos by the author unless otherwise credited

WHILE I have a liking for big HO motive power such as the Pennsy M-1, the U.P. Big Boy, and ten coupled switchers, all of which I have described in recent issues of RMC, I like small engines, too. And I like old timers, where the seeming impossibility of getting power in the engine is a constant challenge that I like to take up, using commercial parts as far as possible. Then, too, I have a weakness for the Camden & Amboy Railroad, not because it was the first line in the present Pennsylvania system, but because for years I lived along its lower reaches, at Palmyra, N. J., and even now am only a few miles from its passenger-less rails. Over the past many years I have ridden over it in regular trains and on fan trips and so familiarity has bred not contempt but a liking. As every schoolboy knows, the first engine on the Camden and Amboy and in New Jersey was the "John Bull" bought in England, shipped to Bordentown, and there assembled without plans by one Isaac Dripps. One photo shows an HO model of this **early** incarnation of the John Bull, built by Ed Alexander for an AAR exhibit, resplendent in light green paint and silver tires. Plans for this version are to be found in Ed's book, "Iron Horses".

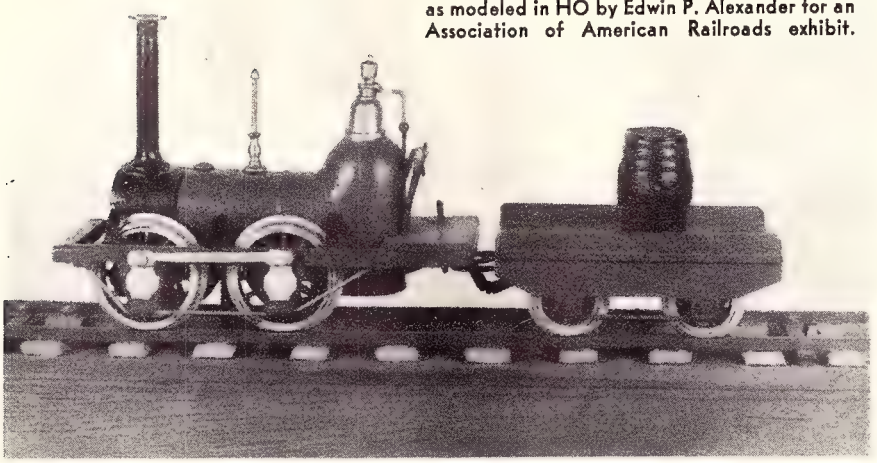
However in later years the John Bull underwent various changes, such as the addition of a cab, the closing in of the tender (How thoughtful was the C&A of us modelers!), and the addition of what is certainly the first cow-catcher in the world. The cow-catcher, which is on my model and is shown on my plans (borrowed, by the way, from Mr. Alexander) rides on a separate set of pony wheels and is suspended from the extended ends of the front driving axles. Only, whereas the original locomotive was inside connected to the rear drivers, then outside connected to the forward drivers, the cow-catchered version had the side-rods removed, driving from the rear wheels only. While appearing to be a 2-4-0 type, it is in reality a 4-2-0 type although the four "pilot" wheels are of two different diameters. At various times, too, it had four and eight wheeled tenders besides the original whiskey cask tender shown with Mr. Alexander's non-powered model. Things are further complicated by there being two John Bulls, the original in the Smithsonian Institution in Washington, and a reproduction which the Pennsy keeps with their historical collection.

The bases of an HO model of the John Bull are a Lindsay "Ghost"

Photo E. P. Alexander Collection



About 1880, the John Bull actually looked like this, with 8-wheeled tender, wooden cab, solid pilot wheels, extended balloon stack. Take a look at canted steamdome. Sloppy modeling!



The John Bull in its just-off-the-boat naivete as modeled in HO by Edwin P. Alexander for an Association of American Railroads exhibit.

Railroading was in swaddling clothes when they built this engine.

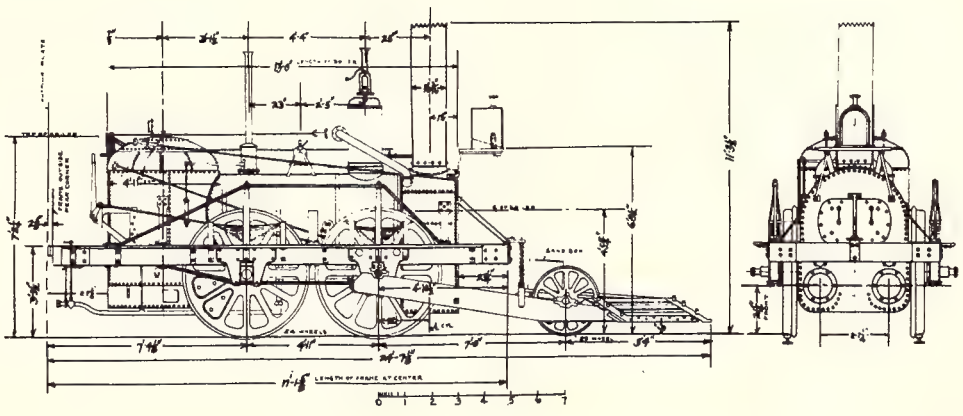
power truck to conceal in that cavernous tender, a Kemtron "Pufferbelly" boiler casting, and four drivers from either the above kit or Mantua spoked trailing truck wheels—the latter several dollars cheaper, though not quite as spidery in appearance. Aside from that you must build from scratch, and while it is not difficult work, it is a lot of work.

I began by jewelers'-sawing the outside frames from 1/16" flat brass, first drilling the axle holes. The prototype drawing will supply dimensions and you can let your conscience and ability guide you in how much of the rivet and other detail you care to add. I used Kemtron springs, cut down, soldered above the axle-boxes and pretty much completed the side frames before going further. The frames were assembled around the two sets of drivers by means of spacers fore and aft held in with 0-90 optical screws through the sides. The front spacer I made from ⅛" square brass, the rear one from ⅛" thick bakelite.

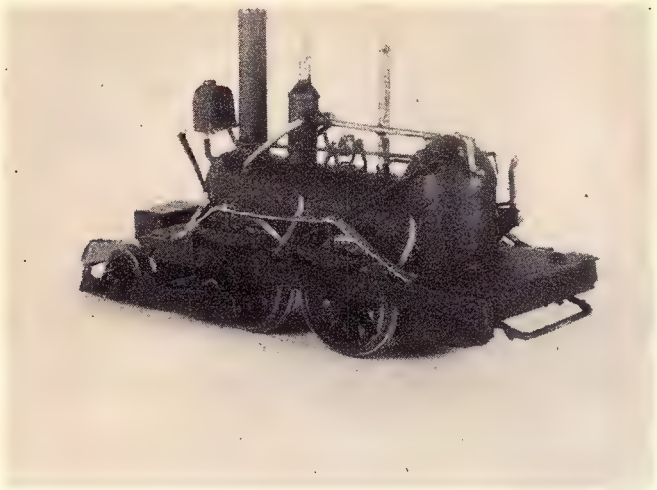
The boiler must be operated on to change the stack to a straight one—although at one stage they did use a balloon stack on the John—and flatten out the top of the haystack firebox. File the front of the boiler casting flat and sweat on an additional front end to extend the length 1/16". This new front extends down and forms the front of the cylinder block. The rear of the cylinder block is soldered to the underside of the boiler and then thin sides are added, likewise a round boiler front, two cylinder heads, and the rectangular clean-out door. For HO I omitted the rivets.

The back of the cylinder block must be positioned so that it drops down around the driving axles which you should at this time take the trouble to "fatten" by encasing them in ⅛" inside diameter brass tubing which has been drilled at one place for an oil hole. When you get this much to your liking, drop the boiler over the assembled frame and drivers and solder the bottom of the boiler to the tubing just mentioned. This is not the way the prototype boiler is mounted, but does well in a model.

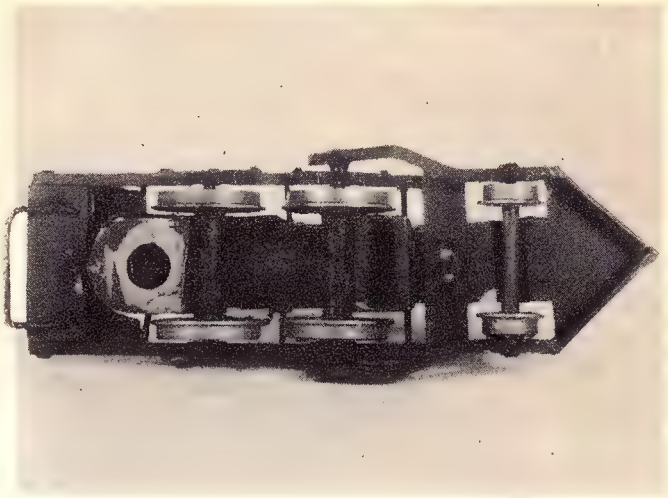
I won't go into detail on all the various rods that must be added, running back to the foot-plate. Suffice it to say that I made them from .020" piano wire (sold for model airplane purposes) thrust them into No. 76 holes in the boiler as required, and led them through Mantua flat handrail posts to support the back. The stack, steam



Drawings shown full size HO gauge



The HO John Bull is unpowered, due to the improbability of inserting a power unit into the engine proper. Rear view gives idea of details on author's old time replica.

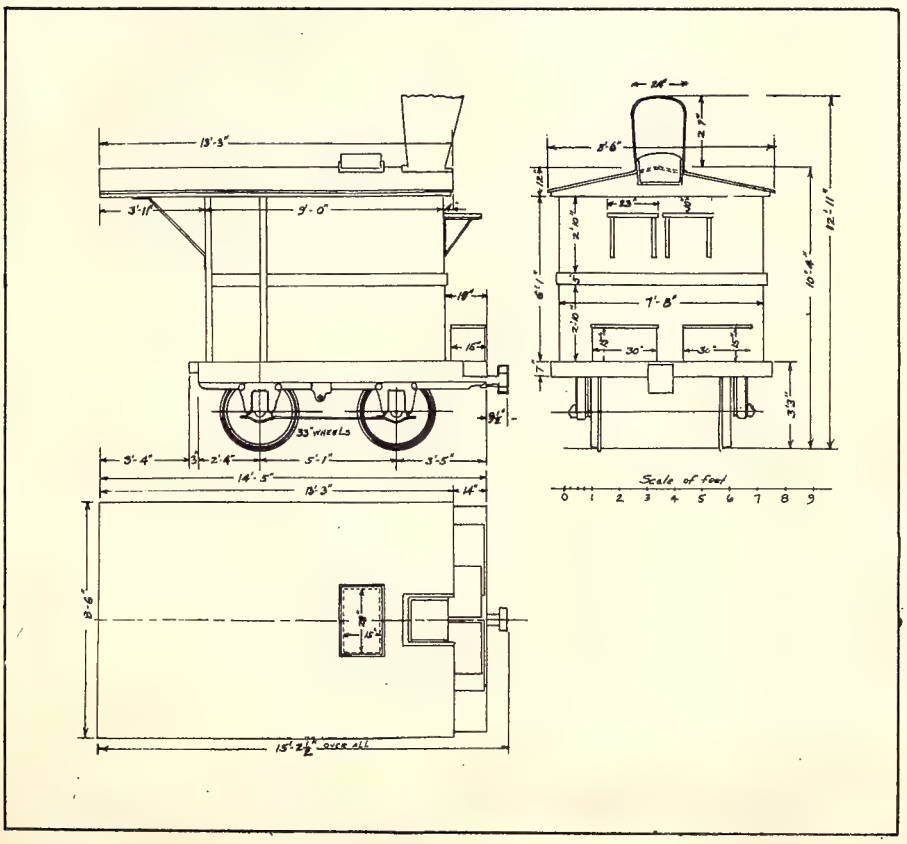


Underside of loco shows how axle bearings are soldered to boiler. Crossbar at rear is for coupling to tender. The screw behind the pilot springs the pilot assembly.

dome, bell, and safety valve are apparent from the plan and photo. I fidged again and did not wood-sheath the steam dome and boiler.

The cowcatcher is rather a pob. I utilized Kemtron's small spoked pilot wheels and then cut the two side members from the same piece of 1/32" brass drilling 3/32" holes (No. 42) for axle and driving axle so that when the two members were cut apart they each had half of each hole. Then into each "hole" I soldered a short length of 3/32" (1/16" i.d.) brass tubing. The front pieces act as bearings for the pilot wheels, the rear ones fit around the front driving axle which on the model does not extend as on the prototype. I think it would be a good idea to counter bore the outside of the front driving axle holes about No. 40 half-way through so that the side members of the pilot could clip in, yet the loco **could** be operated without the pilot.

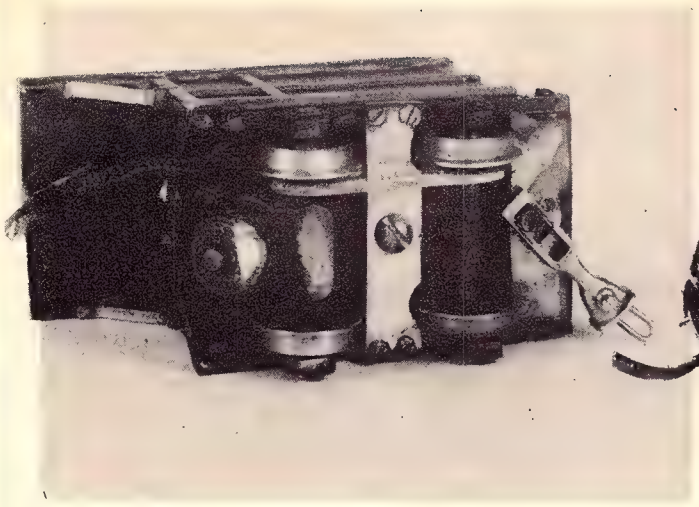
I shaped the main part of the pilot from .010" brass, soldered it to the side members then soldered on narrow strips of the same brass for what I suppose must be the original Pennsy "chicken coop" pilot. There is a crosspiece just under the front spacer of the engine frame and in that I put a hole and ran a 0-80 long crankpin screw into a tapped hole in the underside of the spacer. A small spring provides downward push on the whole pilot. On the prototype this spring is in front of the frame.



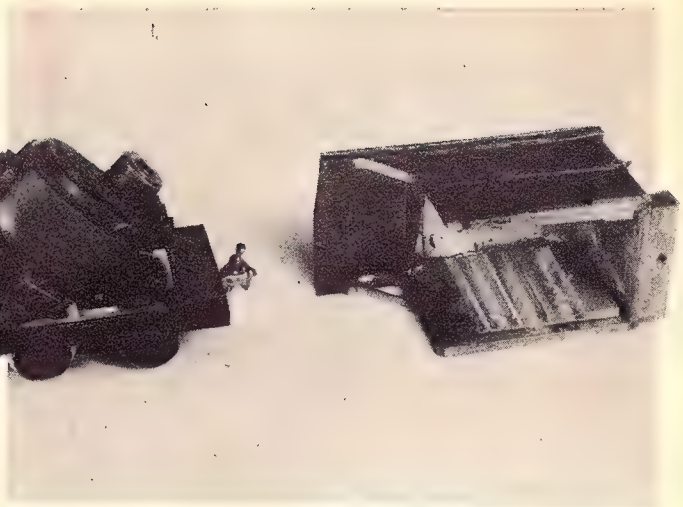
A lot of torturous detail has been skipped over such as soldering on the various frame-to-boiler braces before assembling the engine and making the headlight bracket from an H shaped piece of .010" brass with only the bent down back ends of the H fastened to the boiler by solder. The headlight is filed from solid brass and is attached by an optical screw through its center. Two optical screws are run through the bakelite footplate or cab deck and to their undersides is soldered a U shaped crosspiece of stiff wire. Over this will hook the twin tines of the coupler on front of the tender.

The engine should roll quite freely since it will have to be pushed by the powered tender. I found it expedient to loosen the drivers on their axles so that they revolve independently of each other.

As I said, the basis of the drive is a Lindsay "Ghost" power truck. Discard the side-frames that come with the Ghost and make up new frames from 1/16" brass using the tender plan as a guide. These are held apart by a spacer of 1/16" brass attached to the under edge of each frame, in the center, with two optical screws. The center must be drilled for the motor mounting screw. The top of the spacer should be filed down to about half thickness where the rubber band runs across from front to rear axle. The rear deck of the tender is cut from ⅛" brass and is attached to the side frames with optical screws, while the front end, which we have to round slightly to clear the front of the motor should also be attached in the same way, although it is bent from 1/32" brass. This makes the "motor truck" mechanical—i.e., you can take it apart for replacements, etc. The rubber band may have to be replaced and if you can't find these small ones and don't want to buy a whole box, try to find a kid who is having braces put on his teeth and uses such rubber bands to attach the night-time brace: possibly a dentist could put you on to a source for them.



Underside of tender shows the rubber band belt drive used for four wheel drive. Tender should be heavy for best possible traction. Cross-piece is for side frames, motor.



Tender with heavy superstructure removed showing remounting of Lindsay Ghost power truck parts. Prototype's large tender makes this an easy model to power even in HO.

I made the tender body from 1/16" thick brass, scribed outside, in order to get plenty of weight. This is soldered as a separate unit to fit on the powered underframe. I attached my top by means of a single 0-80 flat head screw down through the single (instead of double) tool-box on the back deck. The various bands, rails, and braces can be sweated in place and finally the roof can be soldered on fro minside. I also found it expedient to cement extra pieces of 1/16" thick brass inside the tender sides in order to get more weight for traction. These had to be filed out somewhat to clear the sides of the magnet. Use a link and pin coupler.

I painted my model all black with touches of gilt trim and a white face for the headlight. However, Mr. Alexander who built a 12½" long model from the same plans many years ago for the Savarin Restaurant in old Broad Street Station furnishes this color data: All fittings, bronze; boiler and dome lagging green; straps, steel gray, inside of headlight gray; bell, brass; whistle, brass, rest of dome top copper; top and bottom of dome, steel gray; safety valve (the long pipe behind the bell), copper; firebox fittings brass or copper; drivers, green; everything else black.

Coming soon: stagecoach type cars to go with the John Bull!

Model Signaling

by J. G. Thomas

MODEL railroad signaling is beginning to catch up with developments in the prototype. And in the realm of automatic controls the prototype is catching up with the models. Several new products appearing on the model market in past months bring this startling comparison into focus.

It seems that for years railroad men (prototype, that is) have dreamed of remotely controlling a train. With the invention of the track circuit, and by the use of electric relays and switch machines, block signal and interlocking systems were expanded to include train controls which enforce obedience to signal indications.

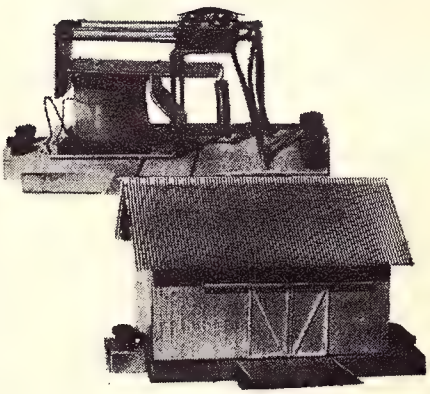
According to Mr. J. M. Pelikan, vice president of Union Switch and Signal, in the booklet "What's Ahead in Railway Signaling," the equipment is now available for a complete traffic control system with signals and switches controlled from one central point. Known as Centralized Traffic Control, these control machines can govern the safe movement of trains operating at maximum speed and spaced at minimum intervals on an entire system. Supervised operation of the railroad with a complete picture of train movements is displayed before a "train movement director" at the control machine!

Sounds like your model railroad, doesn't it? Oddly enough, model trainmen have dreamed for years of decentralizing their controls to get more prototype action. Now equipment is available to give model railroads more realistic signaling and more "prototype" centralized control.

As with the full scale equipment, there are serious problems to be overcome in designing equipment to do the job. The greatest difficulty stems from the fact that the power to operate the trains must be carried by the rails.

One device now available, called the Signal Sentry, uses a radio frequency track circuit to detect when a train is in a block. When a block is occupied a relay operates to open and close a switch. The hobbyist can then use this switch to operate signals and other accessories.

Another device to help model trainmen develop automatic controls is called Automatic Tru-Train Control. This is a relay which is operated off of the train power supply. By putting one in the feeder line to each block these relays can be hooked up to provide automatic controls so that a faster train will not overtake a slower one. Signal lights can also be operated with these relays.



The trend to Centralized Traffic Control for model railroads is also seen in another new product called the Black Box Signal and C. T. C. System. This equipment features complete centralized control with authentic two-color automatic block signaling. The control and signaling circuits are completely wired and enclosed in metal boxes which have color coded screw terminals.

With the Black Box System up to five trains can be operated and controlled, with the authentic signal indications, through any number of blocks—even consecutive blocks. Real Centralized Traffic Control for model railroads!

MULTI-TRAIN OPERATION

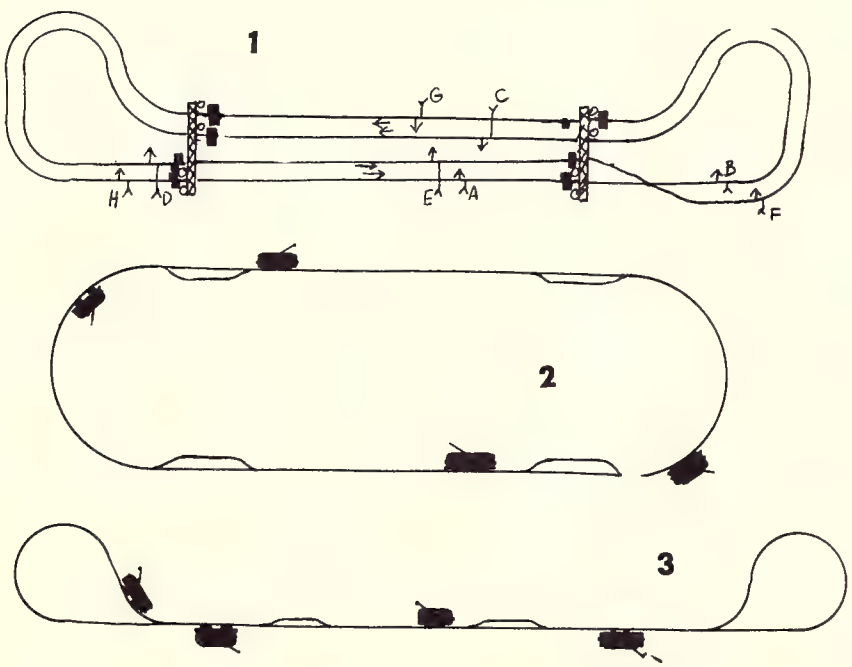
You can run two, three, four or more trains at once if you build your model railroad the correct way, as recommended by Layout Doctor.

by the Train Doctor

ONCE the miniature railroader gets beyond the one train stage and begins to accumulate engines and cars, he wants a layout on which he can run X trains at once—perhaps two, three, four, or even more. There are two ways of doing this: first, by having as many independent ovals as there are trains to be run at once; second, by having refined controls, perhaps automatic, so that several trains can be run on the same track.

Having read in a book that single track railroading is better and more realistic, the novice often tries to cook up a layout on which he can operate let us say four trains at once upon a single track. Such a layout is sketched out in fig. 1 with trolley cars shown upon the track to indicate the number of trains that may be run. Indeed trolley cars are best if you want such a layout, since otherwise a full length train may be longer than the straight single track between adjacent sidings! Fig. 2 shows a variation of this with only two passing tracks but two reverse loops at the ends of the line. As you can see, there are four cars on each of these roughly sketched layouts and from them you can deduce a rule that you can operate as many trains on a single track line as there are passing sidings (reverse loops counting as sidings). This kind of railroading **is** a lot of fun, but it requires a constant and tiring vigilance at the controls and quite a complication of wiring to achieve. Either that or automatic control so that no train or trolley starts out from a passing track in the face of an oncoming train or car which would result in a "cornfield meet"—head-on collision. I used to have such operation on a trolley line I once had back during the War and I know it is a lot of fun BUT a lot of controls or wiring.

The alternative to running several trains on one track (with sidings) is to have a multitrack railroad. Being wider, such a railroad does not look as long as a single track one. Taking up more room for the right-of-way on the railroad table, such a railroad permits very little space for yards and such unless it is made quite large. But you can have as many trains running as you have tracks and store them on their tracks when not using the system. If complete flexibility between tracks is desired, a considerable number of crossovers is required, but if you don't mind backing up to get from track to track, on the few occasions when that is necessary, you can halve the number of crossovers, needing one less than the number of parallel ovals.



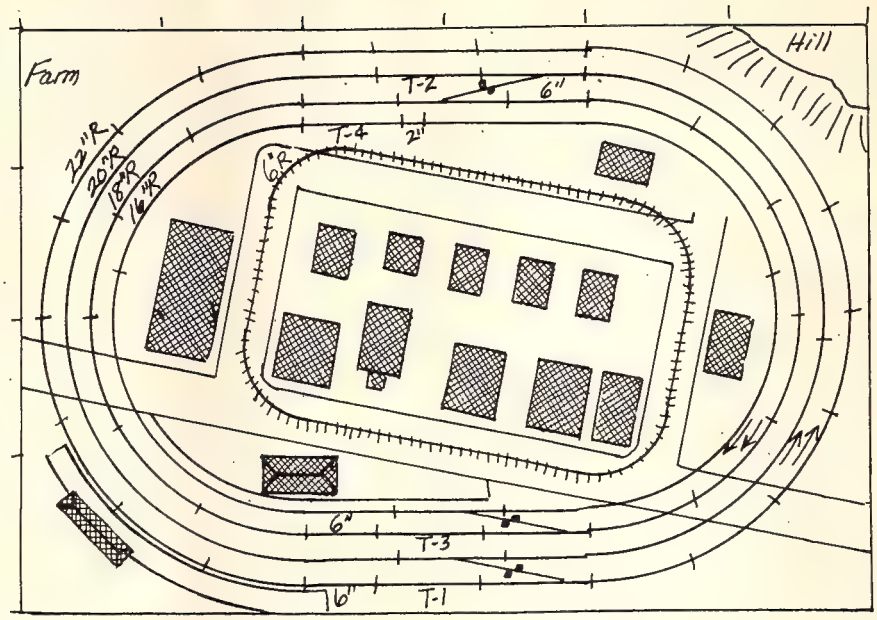
An example of a four track railroad I have drawn up the four by eight foot Transcontinental R.R. to utilize Tru-Scale Ready-Track. This track has one great advantage for such a layout over Snap-Track and that is that it comes in circles with 2" difference between their radii. This lets you lay multiple track curves with the same curve centers as on straight track. While Snap-Track ordinarily requires 3" track centers to utilize 15" and 18" R curves, with the Ready-Track you can use the more realistic looking 2" track centers which, at that, is two scale feet more than usually found on real railroads. Of course you know that the track centers on sharp curves should be widened to about 2¼" but that is not entirely necessary if you are always careful to run your articulated engine Pacific and long passenger cars on the outside track; diesels, switchers, and most steam engines will pass quite well. Long passenger cars will not pass on the curves, but the shorties used nowadays will. If you want long passenger cars you need much bigger curves than are possible on a four foot wide table.

You will note that the Transcon has radii of 16", 18", 20" and 22" and you'll need eight sections of each of those curves plus one more to be cut up with a razor saw if you want to swing in at the back as I have drawn it. The reverse curve in the center of this swing will require one additional piece each or 22", 24", 26", and 28" R Ready-Track, all of which you will have to be cut with a razor saw, along with most of the straight sections too. Or you can cut right down the back as I have

drawn with one dashed line. The three crossovers are located at the front where they are convenient for work. If you are at all uneasy about hooking up switch machines, these can be had from Tru-Scale with the switch machines already installed. It doesn't particularly matter whether these are right- or left-hand crossovers. I show only one siding on this pike although this might be divided into two or three sidings. As I said before, there isn't much room for spur tracks when you take up so much of the table with a multi-track main line.

With Ready-Track some care has to be taken in locating the feeders, here lettered A, B, C, and D, and in placing the plastic rail-joiners or insulated rail joints or "gaps" as old-timers call 'em. Of course you must have these between the switches of the crossovers, indeed the crossovers come that way. You also need a pair of gaps at one place on each oval, otherwise turning the crossover switches will create short circuits. With this type of track, the feeder wires must be soldered to the side of the rail or spiked for an inch or two tightly alongside it.

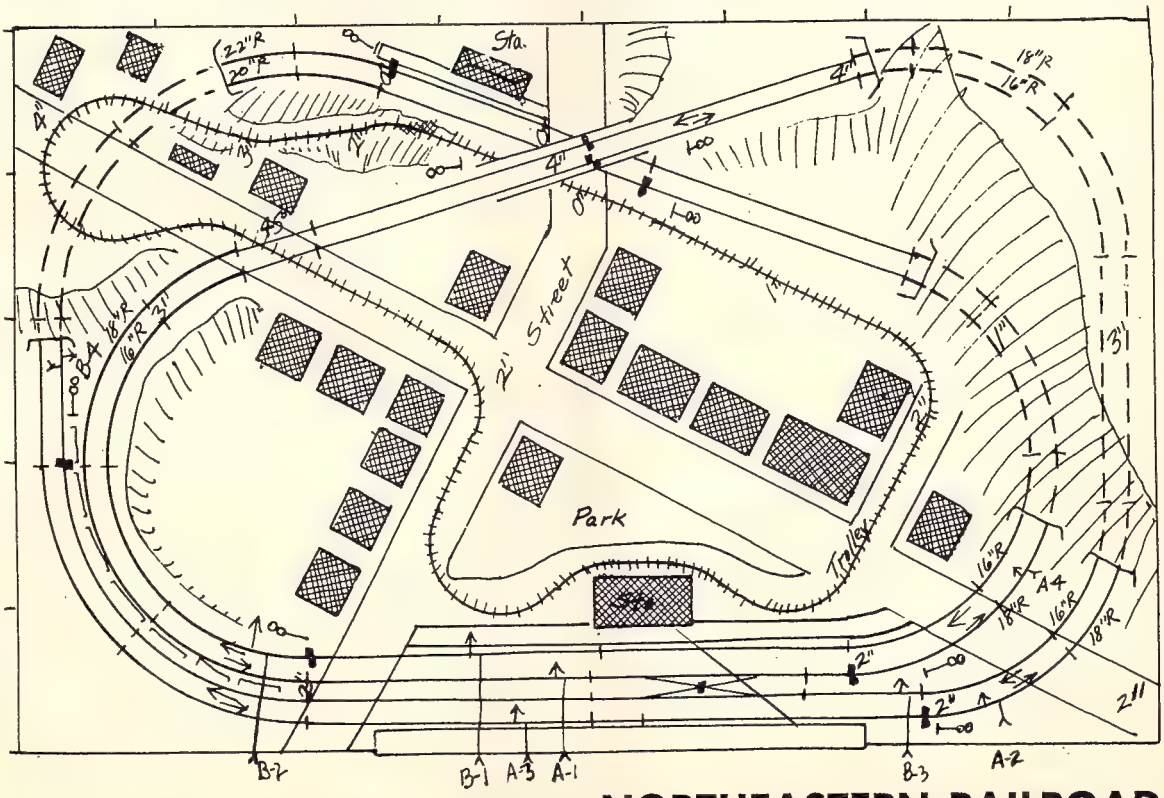
Such a layout is also possible with Snap-Track with a little work on your part. The Central Penn R.R. is such a layout on only a four by six foot table. But the radii of Snap-Track, admirable for most purposes, here haunts us. You can get 12" R (Mantua), 15" R, and 18" R, with three inch increments between, thus giving you three inch track centers. But to get a fourth track if you want it, you must jump to 22" R Snap-Track making a 4" increment which is not really required and takes up a lot of extra width.



CENTRAL PENN RAILROAD

This impasse can be gotten around as shown in the Central Penn. You lay your first track (outside track) and third track with 22" and 18" R Snap-Track. But aside from switches and terminal sections, you lay your second and fourth tracks to 20" and 16" R using regular Atlas flexible track. The already laid Snap-Track curves will give you a good guide toward making these tracks concentric. On this layout I show Custom-Line switches mainly because they give a crossover with a bit of straight between the reverse curves when used in 2" track centers. (The Snap-Track switches can also be used to make such a crossover and the real reverse curve may not cause much trouble if you use truck-mounted couplers which many makes of ready-to-run trains have).

Inside the four track oval of the Central Penn I show a trolley track which would give you a fifth place to run. Of course each oval, whether railroader trolley will require a separate set of controls. You **do not** need plastic joiners anywhere in the ovals using Custom-Line or Snap-Switches (you **do** with scale switches or Ready-Track



NORTHEASTERN RAILROAD

switches), but of course you do require them between the switches of the various crossovers so you can have really independent control of each oval.

The Northeastern R.R. on a five by eight foot table is another example of four track railroading, at least along the front. Actually it is just a double track line wrapped around an extra time. Again and for the same reason as with the Transcon Ready-Track is figured on, with the only switches shown being the double crossover in front of the station which permits some flexibility of operation. At right is shown one trouble with a four track railroad: tunnels. No four-track tunnel portals are available and I doubt if there exists in real railroading any four track tunnels. What they usually do is to have two two-track tunnels as I have shown at right, or have two tracks go through a tunnel, the other stay outside, as shown at left rear. A similar difficulty also exists with bridges. On the large Sylvania R.R. plan shown later on, you will note that one bridge is a stone arch, one a brick arch. I doubt if there are any four track truss bridges in existance, or girder bridges either. Rather to get four tracks across anything with a truss or girder bridge, two separate bridges are used, maybe even more, although they may be placed quite close together so that a center girder will support tracks on both sides.

Since the Northeastern is really a two track line wrapped around twice, you might think you could run only two trains on it. That is true, except that to show you some of the refinements I mentioned, I have divided each track into four blocks with insulated joiners. The track blocks are designated by their feeders—A-1, A-2, A-3, and A-4, and so on for B. Probably you could use one power pack and set of controls to control all the A blocks, another for the B blocks, but an on-off switch would be needed for each block so that you could stop any train at will.

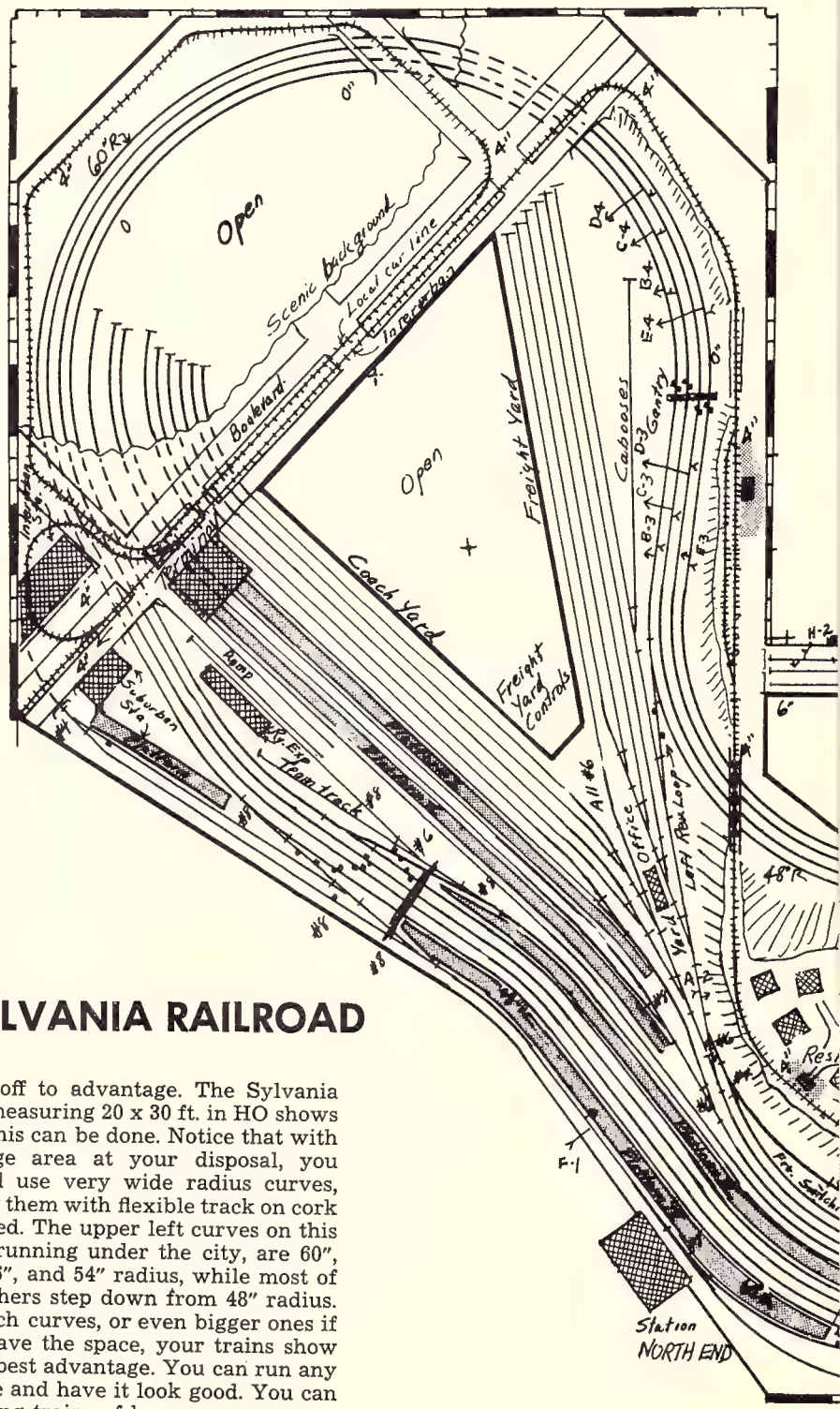
In fig. 3 I have sketched out roughly another sort of four track line where a single train can traverse all of the tracks of the system always going in the right direction. So unless you broke this up into blocks, here lettered A through H, you could only run one train at once. I show signal bridges across the track at the ends of the blocks, the correct way to mount signals, if you have them, for a four track line.

Now you can increase the number of trains operated on one track if you care to erect overhead catenary. Fleischmann makes such overhead and it is suitable for use with a Schrader or Penn-Line GG-1, any of the Fleischmann electrics, or a Pittman Bridge and Groom" MU car set. Or you can string your own overhead wire. Once you have overhead catenary in place, you can run an electric train on the overhead with only one rail for the return circuit, and a steam or diesel train regularly with two-rail. Each will require **its own power pack** and the fact that one rail is common to both trains will not cause trouble. So if you'd hang catenary over a four track line, you could run eight trains at once under independent control. But hanging that much catenary and **maintaining** it is not something to be undertaken lightly and I do not recommend it until you have advanced somewhat in railroad modeling.

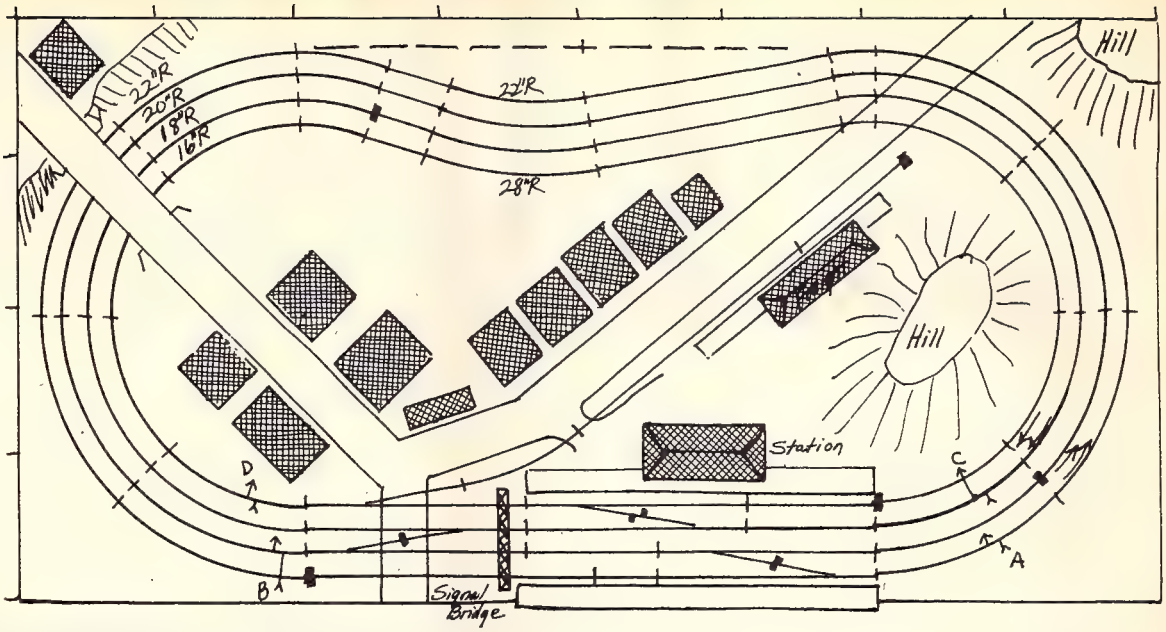
If you have a large layout space and have accumulated a terrifying number of locomotives and cars, a four track main line is one grand way to show them off to advantage. The Sylvania R.R. measuring 20 x 30 ft. in HO shows how this can be done. Notice that with a large area at your disposal, you should use very wide radius curves, laying them with flexible track on cork roadbed. The upper left curves on this pike, running under the city, are 60", 58", 56", and 54" radius, while most of the others step down from 48" radius. On such curves, or even bigger ones if you have the space, your trains show up to best advantage. You can run any engine and have it look good. You can run long trains of long passenger cars (a scale length HO passenger car measures over a foot long!). You can run long freight trains without having them held down by sharp curves.

And when you have a big layout such as this, make all your main line switches No. 8s as I have done here. They take up a lot of space, but space is what you have a lot of. Of course when you get into the yard and terminal area where speeds will be held down anyhow, No. 6 switches will be permissable, and on industrial sidings and branches you can use No. 4s.

The four tracks of the Sylvania can



SYLVANIA RAILROAD

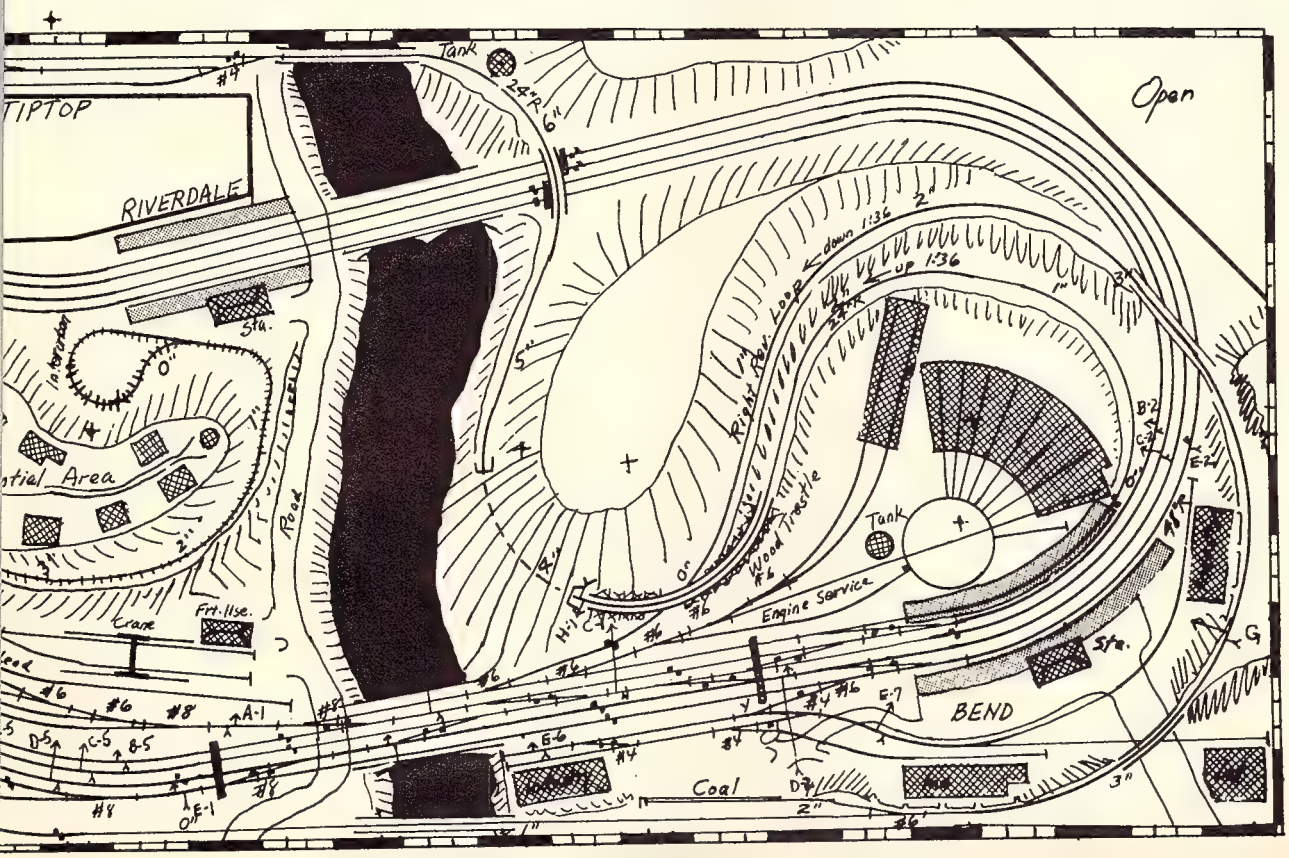


TRANSCONTINENTAL RAILROAD

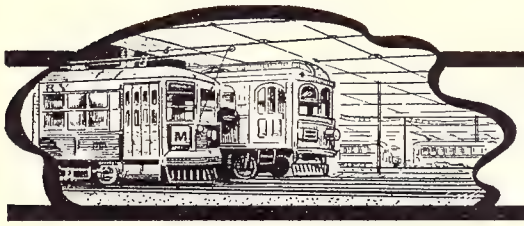
accommodate four trains easily, without refined controls. However I have divided each oval into five blocks so that you should be able to control two, maybe three trains on each. You can utilize the two platform tracks at North End to pull trains off the main line. And when you get around to building it, you have one whale of a passenger terminal, coach yard, and freight yard. The engine terminal is way down at the right end, but can be reached from the terminal without fouling the main line.

Your attention is called to the numerous crossovers between Bend and North End which provide almost complete flexibility between the tracks. There are five tracks here, the fifth being the yard lead which turns into a branch line. The branch has "sharp" 24" R curves and steep 1:36 grades. There is a reverse loop around the roundhouse at far right, while the reverse loop at left is just a crossover from the freight yard to the main line. There is both a city car line and an interurban line which run along the center island of the high level street running past the terminal. These are completely separate tracks, as drawn, although a regular double track arrangement might be made at the expense of more switches. The interurban runs down the center wall and crosses the railroad on a bridge to serve a high level residential area, whence it dips down to Riverdale station.

At the ends of each set of blocks there is a signal gantry or bridge. At right rear, signals are placed on either side of the branch line bridge. At left front, there is a four track gantry with extensions out over the adjoining tracks.



for trolley modelers:



The Car Barn

THE year 1956 was an important one in trolley modeling and for the trolley fans in general. As the number of real traction lines dwindles, the numbers of miniature traction empires continues to grow. And although there is traction activity in TT, OO, and S gauges, the great majority of active trolley fans continue to center their atcivities in HO and O. This is all to the good since it permits those manufacturers serving trolley modelers to produce a larger variety of items than if they were spread out over three, four, or five gauges.

Biggest news this past year was the activity among Eastern O gauge trolley fans who were guests at open house trolley sessions in Philadelphia, Baltimore, Westfield, and New Haven. The trolley open house idea seems to be spreading since we've just received notice of a similar such event in California with promise of more to come. Both hosts and guests let their hair down at these sessions and not infrequently long standing regulations regarding club operating rules are suspended to allow the visitors a chance to take their cars over the foreign trackage.

The trend toward custom built trolleys in O gauge has also hit the HO field, with two manufacturers, Suydam and South Shore, offering beautifully detailed Pacific Electric cars imported from Japan, with more types to come.

HO still offers the greatest variety for the kit builders with the Mantua-Tyco dinky; Pennsylvania Scale Models' PCC, Brill, and light weight cars; Walthers ever present line of interurbans and a birney, and the expanding line of Model Tramway System. MTS now has open cars, a new single truck work car and some heavy cars, in addition to their line of city type equipment.

If O gauge trolley kits are scarce, O gauge custom built cars are not. Domestic builders plus Ken Kidder's Japanese imports offer the fan just about any trolley car ever operated. All brass custom built trolley bodies take about 3-4 months for delivery, are remarkably well built. Plans and several prototype, photos are a must if placing such an order.

There is still trolley activity in S gauge, thanks largely to the nicely detailed Miller power trucks.

WHAT ABOUT TROLLEY MODELING

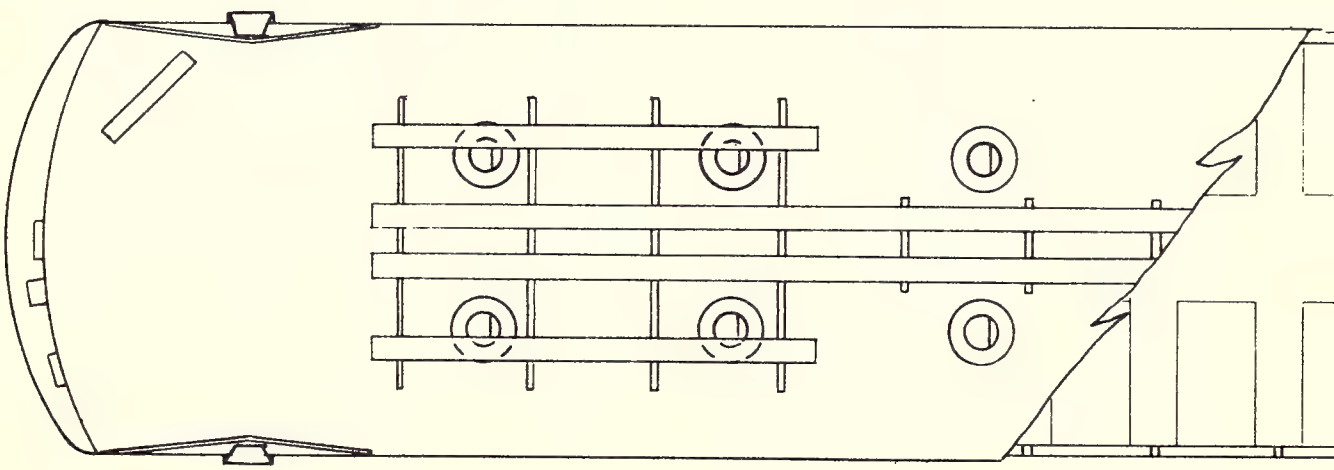
If you've never tackled trolley modeling but are interested in this side track of railroading, you probably are wondering whether it is difficult.

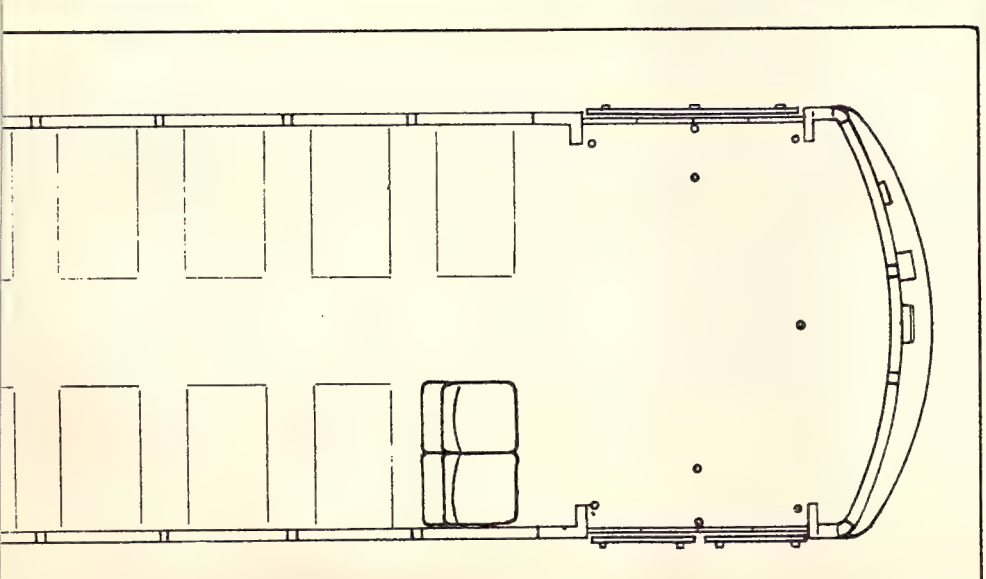
Getting started is easy. You can even get the HO Tyco single trucker ready to run and the special Tyco trolley track is actually built right into simulated streets. The same car is offered by Mantua in a kit that almost falls together. The three Pennsylvania Scale Model cars are also very easily assembled.

None of the other kits offered are really hard to build but its good to have one or two of the above under your belt first so that you know the general procedure. Model Tramways' selection of parts permits you to create almost any type of work car you want, plus a good variety of passenger cars. In O gauge, there are still plenty of easy to build Pittman kits around and they provide some good basic rolling stock. Walthers' interurban kits round out the available O gauge items, plus the Kidder imports.

Overhead wire is tricky but not at all difficult. Kits are offered by both PSM and Pittman for trolley wire and poles. Wagner Car Co. offers an excellent assortment of O gauge traction parts, including power trucks and working poles. O gauge trucks are also available from Multi-Unit.

A number of trolley features are coming up in early issues of the big new RAILROAD MODEL CRAFTSMAN, for both HO and O gauge. Drop us a line on your particular plan preferences.



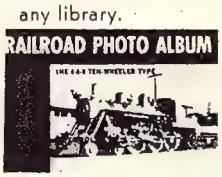


RAILROAD PHOTO ALBUMS

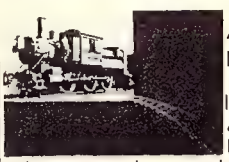
Here are the finest locomotive photos obtainable; a must for anyone interested in railroads.

ALBUM NO. 1 4-4-0
Edited by Harry P. Albrecht, this 48 page Album contains photos of 22 thrilling old American type locomotives including PRR, NYC, RI, ATSF, and many more. The large pictures make superdetailing of models easy. **35c**

ALBUM NO. 2 2-8-0
Here in large picture form is the pictorial history of a famous freight loco. The 2-8-0 was used throughout the U. S. A. and Canada and many of the best are included. This album is a must in any library. **35c**



ALBUM NO. 4 4-6-0
Not as sleek as some, the Tenwheeler was found on many railroad rosters and was a jack of all trades. For a real railroady appearance the 4-6-0 is tough to beat. Included are Erie, DL&W IC, CPR, HB&NO, many more. **35c**



ALBUM NO. 5 2-6-0
Larger than Albums 1-4, Album 5 has 44 large, crisp photos all printed on heavy Kromekote paper that gives photographic-like reproduction. Here are photos from many of the finest railroad collections. **69c**

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TECHNICAL DATA

Car Nos. 400-499
Bldr & Year American Car Co.—1923

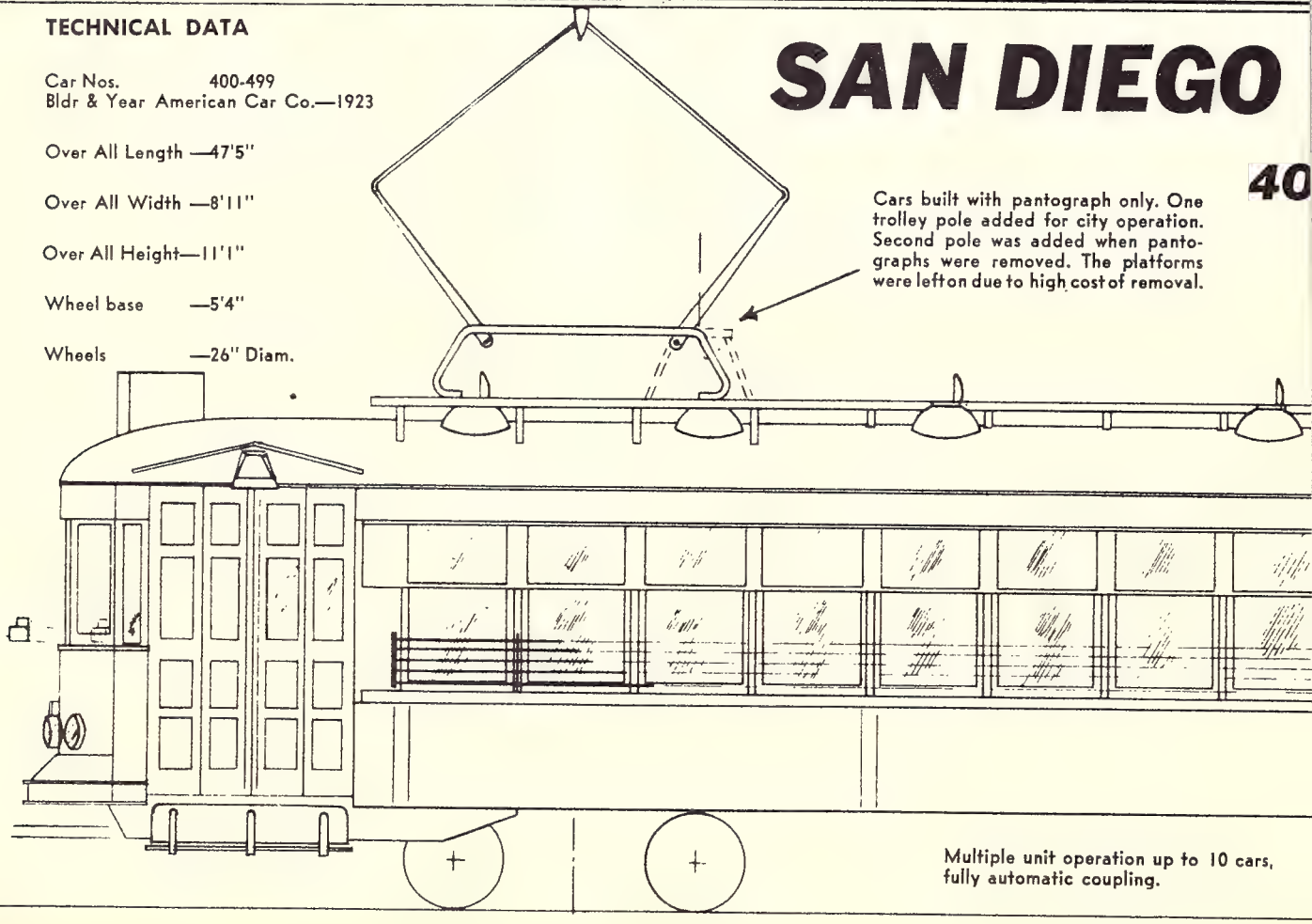
Over All Length —47'5"

Over All Width —8'11"

Over All Height—11'1"

Wheel base —5'4"

Wheels —26" Diam.



Cars built with pantograph only. One trolley pole added for city operation. Second pole was added when pantographs were removed. The platforms were left on due to high cost of removal.

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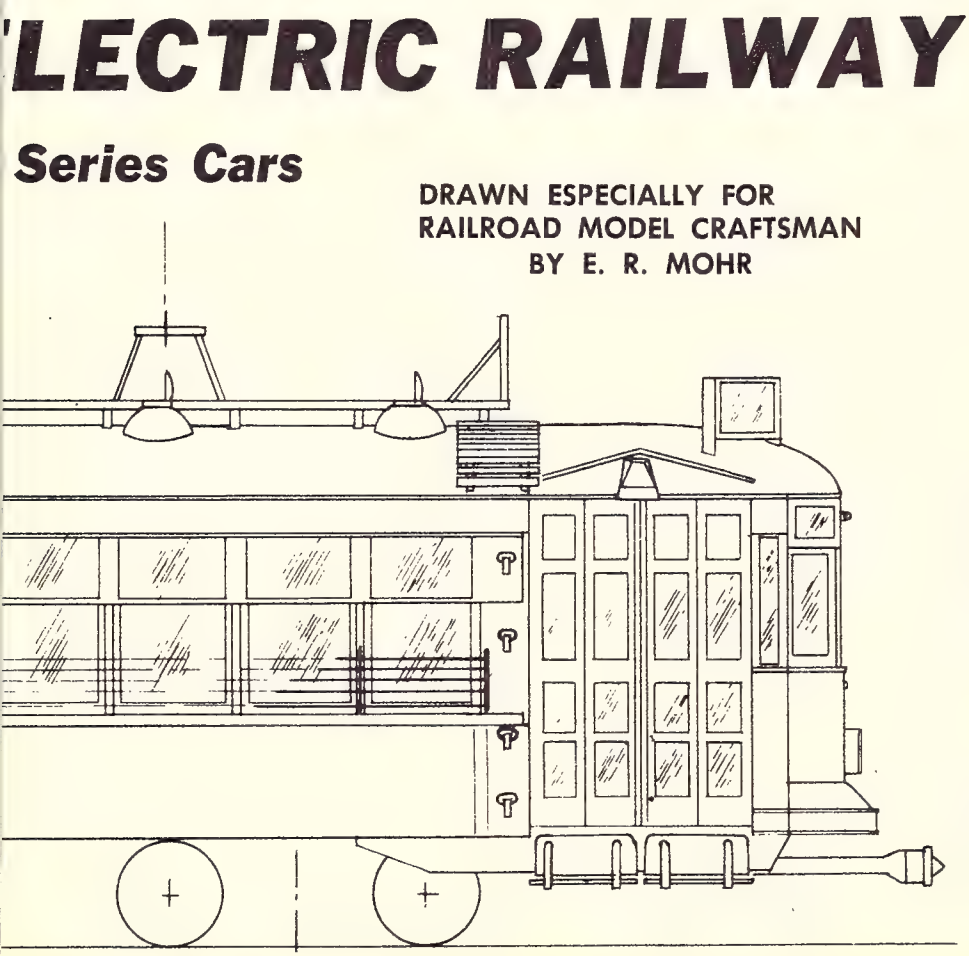
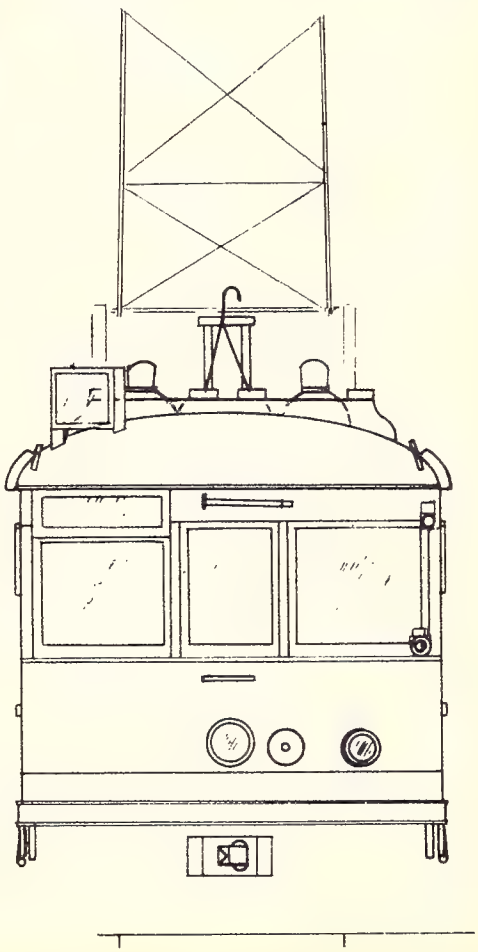
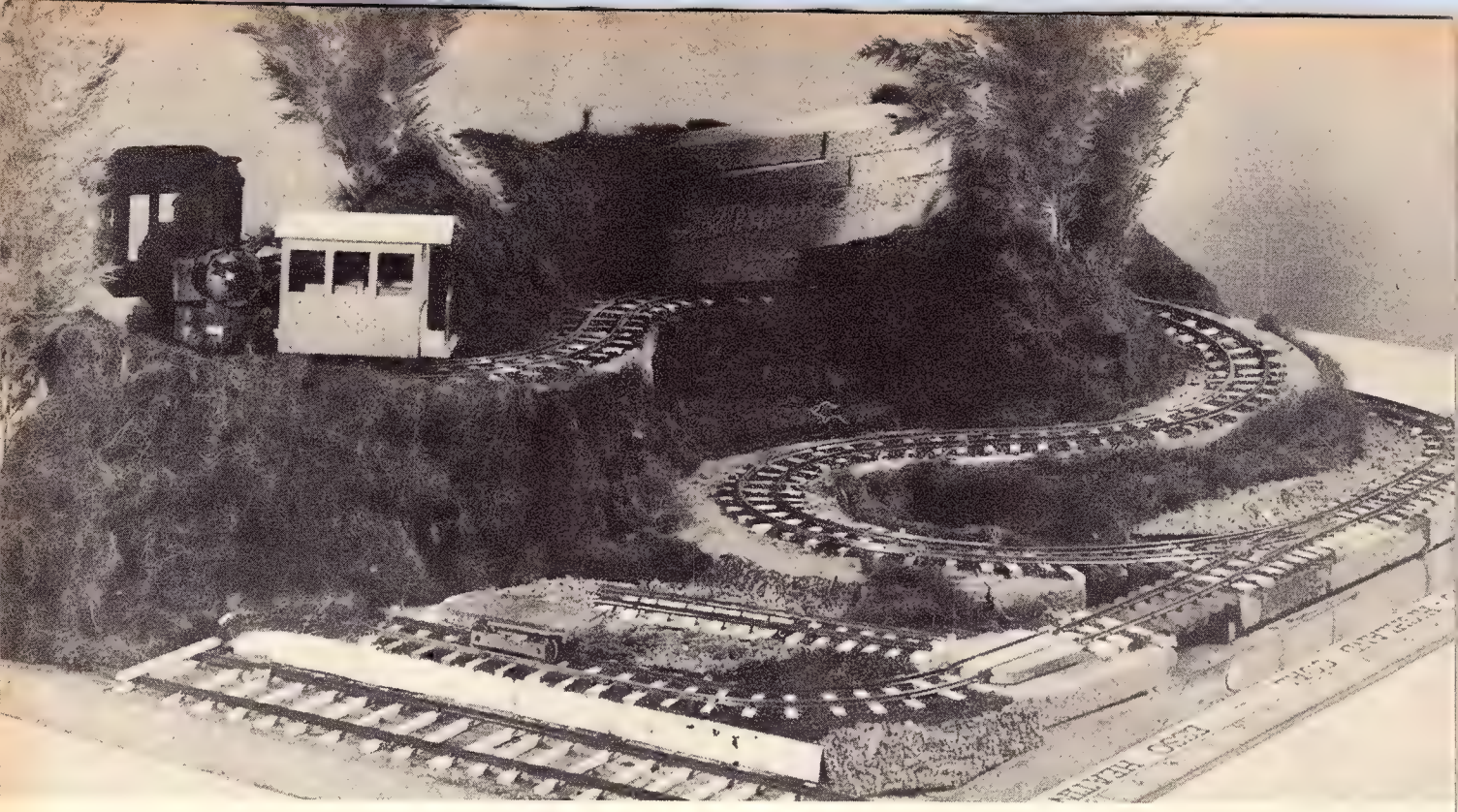






Photos by E. J. Cyr, AS

O Scale in Three Square Feet

NARROW GAUGE JUNCTION

by Dick Andrews

HERE'S a little pike that never left the drawing board — we just sketched a plan that looked like fun—"S"-curves climbing up a steep mountainside—and then we built the whole layout right there on the 18 by 24 inch drawing board base! Curves just 3 inches in radius gave us plenty of room to swing around and get some good out of this tiny space—yet the working scale is the same as O gauge—a quarter inch to the foot! And it's prototype.

Narrow gauge tramroads were often used around mines and quarries all over the US—and still are. This pike was built when the Everblasting Quarry Co. gained title to a ridge of almost pure first quality homosite, occuring in clear strata at the crest. The problem was that the strata could be most easily worked on the east face, but the ridge itself then blocked a near approach of a regular railroad siding from the main line running on the west side. The answer was a 2 ft. gauge tram line, running from the standard gauge railhead up a stiff winding climb around 12 ft. radius curves to the top of the ridge. Another sharp swing around the shoulder of the ridge, and a further climb across an S-curved trestle spanning a ravine, and the quarry working was reached. Down this dangerous roller coaster now romp small four-wheel flats loaded with blocks and slabs of homosite, snaked along by a 10 ton 0-4-0T steamer. At the bottom of the ridge, the little cars are run to a transfer dock, and the homosite is skidded across to the deck of a standard flat.

The little pike is a short but a busy one. The operating "day" starts with the "Bobtail Special"—the quarrymen's commuter run in a small box-like four-wheel coach up to the job. Several runs are required to get the gang up to the job, and then the little car is nosed to the tail of a spur and the day's work begins. Two or three little flats bring the homosite down, one heavy slab to a car. The loco runs backwards with the cars on her nose, as the cab swings out on the sharp curves too far for normal coupling. And she works on the downgrade end to act as a brake. In fact there is no fancy practice on this pike; it's a practical working mountain tramroad. The single-point turnout at the foot of the hill permits any reshuffling of consists desired, while the turntable right on the main line by the transfer dock not only turns the loco, but switches it onto a spur for servicing. The little pond which the track skirts past the switch provides the loco with a drink every now and then, sucked up through a hose by a steam syphon.

The basic loco and car designs, and the turntable and single-point switch, all have been covered here already in RMC in past months. However here are the basic modifications needed for this type of operation around such extra-sharp curves. Four-wheel, or single-truck cars, and an 0-4-0T loco are necessities. A wheel-base of about 1" flat, with HO wheels and rail and 3" radius curves, has been found about right. More wheel base will tend to bind; any less tends to be a little "skittish" as not resisting the curve enough!

Cars are not coupled in the regular railroad sense. All pushing is done by end buffers of rolling stock bearing directly against each other, and these are crescent-shaped to avoid any "cornering" on curves and provide a constant bearing regardless of the angle of one car to another due to the curve. Cars are held together for pulling by a very simple coupling arrangement of pins,

one set upright near either end of a car, with the connecting done by a big flat "bull" link (hammered out of soft wire) which lies flat over the buers and decks, and does not interfere when cars are pushed.

This is a simpler variant of the trolley car couplers many will recall on city cars. The loco (our Bantam "Rooster"—rebuilt to On2 from a Mantua "Booster") was modified at the front end for this extra sharp curve work by shortening the HO front cross beam to 1", removing steps, and then filing this remaining 1" of beam to a curved shape. The HO coupler mounting screw hole provides a spot for the tram link coupling pin. (The wooden end bumpers we put on the "Rooster" originally, for such easier curve work as 12" radius, got in the way on these real bends and kinks.)

Cars are about 2" long, 1" to 1½" wide, and are full up with lead under their decks; the weight helps hold them on.

How to form a roadbed combining such sharp curves with a stiff grade had me a bit stumped. A roadbed formed out of bits and pieces of wood or homosite would be hard to get smooth enough. The answer proved to be on the order of one of those old-fashioned "pull out" paper valentines. The track plan was sketched in the flat on an 18" x 24" sheet of homosite, the same size as the base of the pike. Track was located by center line, and curves simply swung by a compass! With 3" radius, that was easy! The edge of the roadbed were located in the same way (about 2" wide). The homosite was then taken to a power jig-saw (a keyhole saw would also work but take care not to tear the material)—and the roadbed was simply cut out along the edge lines. A few cuts into smaller segments for convenience were made, but these were all located at level and straight sections.

The parts of the roadbed to be formed into grades were then tossed into the bath tub for a good long soak. When the homosite had softened up (give it at least an hour) it was positioned on the base over riser blocks to support it at the desired elevations, the transitions in the grades, and the slight superelevation (or banking) of curves being bent by hand very gently. Weights were piled on at each supported point and the roadbed allowed to dry out overnight. Final securing of the entire roadbed was done with light nails and Elmer's glue.

Ties were cut from small garden label stakes. I cut these into strips with an X-Acto stripper and bayonet knife blade, and cut to length with a Tru-Scale mitre box and razor saw. In O scale you can use a 6" scale width tie; in a smaller scale this might have to be overscale to avoid splitting with a spike. A standard gauge tie is 8' to 9' long; 3 ft. gauge is 6' to 7'; 2 ft. gauge is 5'. Locate and align the ties by the track center line (they are really going to fan out on these curves). Tie closer on curves, grades and turnouts, and ease out wider on tangents and spurs. Glue the ties down with Elmer's and when dry, smooth along with a sanding block.

Rail is bent around a template for the curves. Hold the rail with both hands just past the part that will be curved, and gradually increase the angle of the two straight ends to produce the bend smoothly. The natural resistance of the rail to bending will tend to produce an even bend. Avoid any rail joints in a curve; it is almost impossible to keep them in line. The gauge on curves will have to be "opened out" a little—up to 1/32". Try all trackwork with a car as you go along; there should be a little play laterally but no real "slop".

The Everblasting outfit's line has three timber spans; two are short ones over a brook by the switch, but one is a crooked S trestle over a ravine near the quarry. In laying a curved bridge, keep the bents close together and the spans short so that the curving rails will not lap over off the stringers. I lined the stringers up on the caps over a sketch; glued; added the ties, and then spiked down the rails before placing on the pike. The bents were shoved in under later. Avoid any rail joints on these trestles.

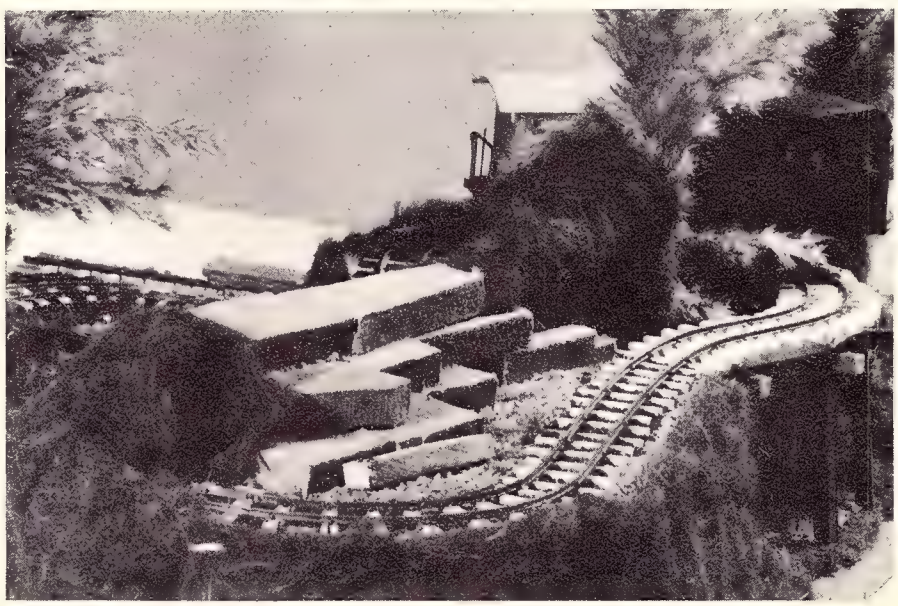
All these elements are common sense procedure in any case, but more critical here as rough work just won't carry the traffic. If done with care, however, this track will take full throttle operation in spite of the extreme radius.

Scenic treatment can follow individual preferences. The usual screen wire and plaster technique, or paper mache would probably have worked fine but I decided to use some scraps from an old heavy felt rug pad. This resembles heavy matted grass, and ragged bushes as found in rough country, particularly as the nap is teased up with tweezers. The pad had on one side a sort of non-skid pattern which I found could be roughed up out of sight with enough tweezing. This material is held in place with staples shot in with a "gun", and various mounds and rises are stuffed from underneath with a newspaper. The "trees" are positioned by stabbing down through the felt and paper with a sharp knife and slipping the tree trunk in. The quarry "rock" is of course homosite sandwiched together with Elmer's (which is almost good enough to eat. In fact it's something to work with Elmer's all evening and wind up with some yogurt for a snack.)

Model tramroading is not entirely new to the hobby; our trolley modeling pals have been doing it for years in their specialized form—the electric street railway. Some standard road terminal spurs involve some rather sharp curves (the famous B&O "dockside" 0-4-0T's were designed for this work, around 50 ft. curves). And HO particularly has seen some sharp radius development for small-space railroad layouts. But here is narrow gauge tramroading—another combination of the elements most adaptable to small-space operation—trams, narrow gauge itself, and "shortie" cars and 0-4-0T locos—but here strictly to prototype!

For there were such fiendish roads such as our little quarry pike here—one of the worst offffenders was the 2 ft. gauge Silver City mine RR down in New Mexico around the turn of the century—their curves were so sharp that even on the 6 per cent downgrade with ten hopper loads of ore—they had to let off brakes and work steam on the loco to drag them around! One of their locos turned over so often that they just stopped bothering to replace the cab. Tramloading could be rugged and primitive enough for anyone!

This layout should prove once and for all that space is no barrier to those wanting a railroad. This 18"x24" ¼" scale layout has a complete On2 railroad thereon. Equipment used is of the quarry and mine railroad type; ultra short cars and locos, sharp curves, steep grades.



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DUGWAY FAUX PAS & SNAFU: Arthur Deane Gough, Jr., Box 581. Dugway, Utah.

EVERGREEN & TAOS RR: Spencer Watson, 6307 West Maple, Everett, Washington.

STERLING CENTRAL RR: Steve Tosi, Griffin Rd., Sterling Jct., Mass.

SWAPPERS

SWAP: Lionel Locos: 400, 381, 8, 10, 38, 50, 33, etc., cars, access., back RMC, MRR, RR Mags., catalogs 1931-1953. Want catalogs, cast iron toys before 1930. Ben Smith, 265 Tompkins Ave., Brooklyn 16, N. Y.

WANTED: Lionel pass. cars Nos. 2625, 2627, 2628. Pay cash. State cond. and price. Also need No. 150 telegraph poles. Herb Bauer, Box 169, Knox, Pa.

SALE OR TRADE: Lionel electronic loco, tender, 2 cars. Locos 763, 773, 1663, 1662, 203, scale Lionel cars, 2332 GGI's, 322 & 3 rail AF. 0-6-0 loco. A. E. Baumgarten, 23 Wyoming Dr., Huntington Station, N. Y.

SELL: Model train service manual. Portable TV receiver. Quartering device for placing pins and side rods. Model makers metal work bench, three shelves, adjustable height. Anton Bruns, 10740 Woodbine St., Los Angeles, Calif. (34).

WANTED: Back issues of Model Trains—Oct. '51, Feb., April, July, Oct., '52, Jan., Feb., March '53. Dean Chadwick, Box 751, Thermopolis, Wyoming.

TRADE OR SELL: Pre-war AF AC HO 4-6-4 NYC Hudson w/tender and multi-volt trans., good cond. For DC HO engine and power-pak. G. W. Crowell, 6325 Edsall Rd., Rt. 3, Alexandria, Va.

SELL OR TRADE: HO old time pass. and frt. cars in kit form. Want Marnold model C25 power pak. Also sell Hopkins & Allen 22 repeater rifle, value $20. Clifford Dieter, 613 Melvenia, Indianapolis, Ind.

FOR SALE: 77 HO frt cars and misc. equip. Send stamp for list. J. R. Ellis, 807 8th Ave., Marion, Iowa.

SALE OR TRADE: Transformers, 20 amp 6-17 volt, $6; 10 amp with 6 & 30 volts $3. C.O.D. or trade for HO rolling stock of equal value. John H. Floyd, 1012 Chickasaw, Paris, Tenn.

TRADE: Aviation books and special issue Aviation magazines (some rare) for railroad books. Interested in D.M.I.R. railroad—lumber and mine railroads. Send list. Fred W. Giest, Jr., 5704 W. Lake St., Chicago 44, Illinois.

TRADE: 7 85' pass cars—corrugated type—C.V. trucks—MHP Dia. for heavy steam loco. List for stamp. F. C. Haupel, RI Box 250, Wheaton, Ill.

SWAP: Pre-war Lionel caboose 817, tank 654, Auto-Furn 814, Gondola 2812. Cars are scratched. Engs 1668, Cmdr. Vanderbilt (dented). Engines need repair. All seven items for one HO loco or trolley. J. Hoscheck, 2572 S. Broad, Trenton, N. J.

FOR SALE: Gilbert HO Pennsy 0-6-0, like new, $15. Atlas snap track, 15c per section. Prefer local buyer. C. M. Johnson, 912 Cedargrove Rd., Wynnewood, Pa.

TRADE: Lionel FM Trainmaster conv. to 2-rail DC, scale wheels and A-N diesel switcher. Trade for O ga. steam locos, prefer old timers. M. B. Johnson, 1135 Tamarack Trail, Chattanooga, Tenn.

SWAP: Large collection of foreign and US stamps, some mounted in albums, for HO equip. Best offer. Edward Kelly, 543 Gordon Terrace, Camden 4, N. J.

TRADE: HO Mantua Shark diesels. A & B powered. A's w/extra B unit casting. Excel cond. A dummy F-3 Varney w/Globe cabs, good cond. Want Pacific or Mike. Other steam considered. B. Kitley, 114 N. Hagadorn Rd., East Lansing, Mich. (Phone ED 2-8289).

SELL: Mantua Mikado $23, Pacific $20, Penn Line K4 Pacific $28. All kits. A. Koehler, 104 Wabeno Ave., Springfield. N. J.

FOR SALE: Lionel No. 2340 GG-1 electric $37. No. 2321 Lackawanna diesel $26. Excel. cond. Edward Kutz, 344 4th St., South Amboy, N. J.

SALE OR TRADE: HO locos, cars, etc. Sell or trade for TT. Free list. Harlan Lane, Rte. 7, Gravely Rd., Kingsport, Tenn.

TRADE: Lionel 072 switches, 0-6-0 engines. Want 2900 series cars, 2600 series, 250 engine and cars. Will buy at reasonable prices. Joe Levy, 307 W. 36th St., New York 18, N. Y.

SELL OR TRADE: 4 Marx locos, 41 Marx and AF frt. cars, 9 Marx and AF pass. cars, and many more access. Send for complete list. Want HO. C. W. Logan, Box 72, Correctionville, Iowa.

TRADE: 106 MRR, 47 Trains, 19 HOM. Books, Track Layout. How to Run—Build Model RR. Plan book, cars and locos, Track Design, etc. Want cash. US stamps, coins or ?. Henry Loidolt, 3811 Gunderson, Berwyn, Ill.

WANTED: All makes of TT, all gauges. Buy or trade. Have Lionel, Ives and AF in O and Std. Gauge. John F. Marron, 107 Park Ave., Harrison, N. Y.

FOR SALE: First offer of $25 takes $50 worth of good cond. TT equip., including loco, power-pak, trk. and roadbed, 2 cars, etc. Write for list. Bob Marsh, 31 Union St., Cedar Grove, N. J.

TRADE: AF S 4-8-2 loco, DC, for HO loco. Two S ga. trk for one HO sec. snap-track. Gred Marsh, 1407 Quailey, Orlando, Fla.

FOR SALE: $125 Lionel 027 ga. engines, cars, trk, sws., & extras. Perfect cond. Vincent A. Mauceri, Ocean Ave., Oakdale, L. I., N. Y.

WANTED: Vol. 1 No. 1 to Vol. 39 No. 4 Flying Aces magazines. Swap all kinds of Model RR mags. or pay cash. Edward Munzing, 44 Annunciation Rd., Roxbury 20, Mass.

FOR SALE: Amusement park size steam train and track. Carries people. Photographs, details $1 (refundable). J. Murray, 33C Winthrop St., Rehoboth, Mass.

TRADE: Varney F-3 A-B-A diesel, roundhouse, yardhog, Mantua booster, and Mantua PM-1 motor. Want Hobbytown Alco road-switcher, Kemtron Baldwin switcher, English yardbird, Varney dockside, or any Reading prototype HO steam engines. Ray Ollis, Jr., 908 Hunters Lane, Oreland, Pa.

TRADE OR SELL: MRR's—Dec. '52 to Sept. '56 with 9/54, 12/54, 4/55 through 11/55 missing, plus a few stray RMC's and Model Trains. Also a few Lionel 072 pre-war tinplate cars. Bob Prezioso, 186 Dalmeny Rd., Briarcliff Manor, N. Y.

FOR SALE: 13 Varney HO cars, no couplers. Send stamp for list. Wm. W. Quick, Jr., 146 Alexander Ave., Yonkers, N. Y.

FOR SALE: Gilbert HO 0-6-0 switcher set. IMP 0-4-0 camelback, United 2-6-2 Prairie. All purchased within the past 6 mos. Excel. cond. Write for details. Sol Reese, 7638 N. Marshfield, Chicago 26, Ill.

SALE OR TRADE: Lge. drafting machise, many scales, airplane 12 ft., Swedish massage and cartooning courses, 28 yrs. National Geographics for cash or artic locos. Details for stamped envelope. L. A. Rehm, 4323 Ave. N, Galveston, Texas.

SELL OR TRADE: Complete O ga. 2 rail, scale layout. Many perfect, many junk items. Trade even-Steven for HO. Full details for 3 cent stamped envelope. Charles H. Reynolds, 1143 Morton Ave., Folsom, Del. Co., Pa.

SELL: Gilbert S layout $125. 2 auto. sws., 5 manual, 3 engines, 3 trans., pass. & frt. cars (2 aut.) and buildings. Track. Changing gauge. List. Richard Rosenbaum, 1920 West 10th St., Anderson, Indiana.

WANTED: HO Monthly mags. 1948-1953. C. Sarne, 314 Greenwich St., Philadelphia 47, Pa.

TRADE: 5" objective lenses mounted heavy brass, 1⅛" Parabolic lenses. Flawless, have seen cloud rings or Jupiter. Cost $172, take two HO locos and ten cars in top shape, or what have you? James Schultz, 342 San Alberto Way, San Diego, Calif.

SALE OR TRADE: Lionel KW trans., $14. No. 38 Loco, No. 646, 2046W for $25. $6.45 Rectifier, $4. Auto. lumber car $4. Trade knuckle couplers for Kadee coup. J. A. Schwab, 45 Carol Ave., Burlington, Mass. (Keep Ads short. Ed.)

FOR SALE: "Buddy L" loco, tender, cattle car, trk. Original paint and labels. Cond. near sew. Also Railroad Mags., complete set, 1938-1944, excel. cond. Best offer. A. F. Staufer, 14536 Bennett, N. Royalton, Ohio.

FOR SALE: Old tinplate Lionel, Ives, AF O" and Std. gauge, Maerklin and other HO power-paks, Hornby "O", all excel. cond. T. H. Strauss, 5550 Netherland Ave., Riverdale 7, N. Y.

WANTED: Work cars by AC Model Co., Chicago, Ill. Needed kits MWX—3, 5, 6, 7. Will also consider all wood and metal work cars. Also want honner cars with NMRA couplers. Robert Suhr. Box 61. Milstead. Ga.

FOR SALE: Lionel train set No. 15135, 1024 manual sws., 6472 reefer, hopper cars, 8 pcs. extra track, artificial grass. Perf. cond. Sell for $26 or best offer. Arthur Wilson. Jr., 13524 Corby Ave., Norwalk. Calif.

FOR SALE: Gilbert HO 0-6-0 w/s-cc., excel. cond., $22.50 PP. Norman Allen, 210 W. Coolidge, Modesto, Calif.

WANTED: HO frt. cars: Readybuilt with trucks and NMRA couplers. Send list and prices. Cannot answer all. John Archer, 401 W. McLellan Rd., Phoenix, Ariz. (It's a discourtesy not to answer Free Swapper Ads. Ed.)

FOR SALE: Lionel 027 train set, 12 cars, 3 locos, pr. non-derail sws., much track, good cond. Send stamp for list. Leslie Beckman, 10117 State St., Chicago, Ill.

FOR SALE: Marx pr. hand 027 switch trks, $2.50, two-light block signal, $2, Bumper, 50c. J. A. Bidwell, 90 River Dr., Titusville, N. J.

FOR SALE: Lionel O ga., like new. Some AF access. Stamp for list. John Bonfilio, 4143 Grace Ave., Bronx 66, N. Y.

WANTED: Bowser Pacific, Penn Line locos of any type except E-6 and Silver Streak reefer kits. Swap 3 Pacifics, Booster, Shifter, Yardbird and asst'd parts asd access. Dave Crait, 607 Oak Hill Ave., Youngstown, Ohio.

SELL—CANADIANS: As unit, portable single ended yard on Tru-Scale, 17'x4', 17 sws. S.S. turntable, Suydam 5 stall roundhouse, 5 detailed structures, ballasted 95%, sceniced 35%. Cab control. Sell rolling stock separately. Larry Dixon, 1489 Richmond St., London, Ont.

WANTED: Used Maerklin equip. State catalog no. and cond. C. H. Evans, 359 E. Main St., Coatesville, Pa.

WANTED: Bowser art. kits, Tenshodo GP-9s or SD-9s kits or what have you in HO loco or car kits. Will trade HO or Lionel. All letters ans'd. John Fulvi, 33 Silver St., Branford, Conn.

FOR SALE: Varney Casey Jones kit with valve gear, $20. Athearn kits Santa Fe A-B-A 1 dual dr. power unit Lindsay headlight kit. Baggage mail coach vista dome obs. B unit and baggage assemb. Excel. cond. $22.50. Walter Galchic, 691 W. Pershing, Salem, Ohio.

TRADE: 250 ft. Midlin wood tie trk, $75 value, for Challenger switch machines and Weston HO figures of $40 value, or what have you. Joe Hayland, 7500 Wentworth Ave., S. Minneapolis, Minn.

TRADE: Lionel No. 260 engine tender and 3 matching pass. cars, good cond. Also Lionel No. 262 engine and tender. Want 2600 series pass. cars. (Lionel). Ed Jones, 13 RR St., Lonaconing, Md.

TRADE: Mantua shifter kit. Want Mantua or Tyco Sharknose. A. La-Morta, 30-65 36th St., Long Island City 3, N. Y.

FOR SALE: $5 per set: RAILROAD MODEL CRAFTSMAN 1951 to 1954, Model Railroader 1938 to 1954, Trains 1949 to 1954, HO Monthly 1948-1954, Model Builder 1937 to 1948. Darrell Kessler, 306 S. Market, Shamokin, Pa.

FOR SALE: Complete Railroad Mans Magazine, 1906-1919. RAILROAD MODEL CRAFTSMAN, Model Builder, Trains, 1939 on. Send stamped envelope for list. Don McClain, 709 Main St., Cincinnati, Ohio.

FOR SALE: 50 pr. MDC NMRA couplers 15c pr. with springs, 12 pr. Rail Line NMRA couplers 20c pr., 8 pr. Selley NMRA couplers 50c, 10 MDC uncoupling ramps 15c a piece, Rail Line uncoupling ramp 20c. Darrol W. Miller. Coldwater, Kansas.

TRADE OR SELL: Lionel & AF equip. Approx. 35 cars, 8 locos, 150 pcs. trk plus swtchs. Need repairs and paint on some. Want loco (HO), steam. Or best offer. Dean Ries, 474 Vallejo St., Apt. 1, San Francisco, Calif.

SELL: All new HO, 5 engines, 8 Walthers full scale pass. with interiors, 66 frt. 13 structures, custom dual cab (loaded), much miscellaneous. Robert H. Silverman, 5-C Lakeside Apartments, Melrose Park, Philadelphia 26. Pa.

WANTED: Mantua General. Belle, and old-time engines & cars. Will trade newer tyne engines & cars for same. Cliff Trogen. 1812 Irving Ave., S. Minneapolis, Minn.

FOR SALE: 6 Chester O scale pass. car kits (9 Strmline), 7 sec. O 3-rail scale Peare tr. steel & 3 RH brass No. 6 switch and 3 LH No. 6 switch. 4 pr. Kasiner tinplate O scale trucks. Send stamp. J. W. Coan, 714 Graham St., Camden, Ark.

FOR SALE: 50 scale outside 3 rail frt. pass cars, type "Z" trans. Lionel 700 EW, 763 EW Hudsons, Penn. switcher, U.P. 072 streamline train. List for stamp. Ed DeMarco, 1150 60th St., Brooklyn 19, N. Y.

WANTED: Prewar Lionel 0-72 trains and access. AF & Lionel catalogs before 1940. Trade O & 027 for HO. Walter J. Dronek, 1339 Alameda Ave., Glendale 1, Calif.

WANTED: Varsey locos or any large engines. Cond. not important. Best trade offer or will buy. State what you have and what you want. All letters ans'd. Harold Fletcher, 42-64 65th Place, Woodside 77, L. I., N. Y.

SELL OR TRADE: Penn Line diesel horn unit, new, in Globe "B" Choice of Roads, U.P., Pennsy, S. FE. $10 or trade for steam switcher. J. Francis, 42 Paul St., Fords, N. J.

TRADE ONLY: HO Varney F-3 die-cast "A" unit DC-60 motor, Globe plastic "B" unit and "A" unit, lettered and painted MP-T&P, and 15 Trains albums. Either engine or albums for "English Mikado", "MDC Atlantic" or "Mantua Pacific". Both engine and albums for Penn Line Decapod. Charles Mizell, Jr., 6623 Santa Fe Ave., Dallas 23, Texas.

TRADE: Partially built ¾" scale live steamer for HO, Varney A unit, Varney power for Penn Line A & B or road-switcher. C. Robert, 93 Stratham St., Lowell, Mass.

SELL OR TRADE: HO Nevada Southern turning back calendar. All diesels, Streamliners, modern equipment. Free list for stamp. N. F. Schaberg, 15720 Minock, Detroit 23, Mich.

SELL OR TRADE: Complete set AF action cars, switches, plenty of track, perf. cond., $35 or will take Lionel equip. in trade. Jules Schwartz, 237 Harrison St., Passaic, N. J.

SALE OR TRADE: Lionel No. 2331 F.M. Lackawanna diesel, perf. cond. $20. Rock Island Twin diesel No. 2031, $13. Both for $30. Trade both for perfect 2353 Santa Fe or 2356 Southern or 2367 Wabash. Robert Snyder, 416 N. 5th St., Vandalia, Ill.

SALE: "OO" cars (Complete except decals). Car kits. Some loco parts. L. L. Olson, 4201 W. Old Shakopee Rd., Minneapolis 20, Minn.

TRADE: Lindsay A unit with Lindsay 4 wh flywheel drive, Pennsy paint job for English all metal yardbird and tender in good shape. Tenshodo GP7 kit, never touched, for Penn Line Atlantic. T. O. P. Speidel, 536 Revere Beach Blvd., Revere 51, Mass.

SELL OR TRADE: Lionel B&O diesel, 2-4-0, 2-6-2, army gas turb. swt., 13 frt. cars, 2 trans. (90 & 45 watt), trk, swt., etc. Wast HO equip. in good cond. Tom Tess, St. Norbert High School, De Pere, Wis.

WANTED: Old 4-6-2, 4-8-2, 4-8-4 mechanisms, any cond. or make, with or without motor. Leslie G. Tuttle, Box 98, Rural Hall, N. C.

WANTED: HO ga. Famaco GG-1. J. D. Watson, 50-76 46th St., Woodside 77, N. Y.

FOR SALE: Complete HO layout, ready to set up; engines, cars, track, trans., etc. Complete village, farm, extras. Write for list. William Walker, 800 Market St., Berwick, Pa.

FOR SALE: Lionel 0-27 cars and equip., good cond. Latest style remote control switches. Write for list. Carl Burnham, Box 272, Cortland, N. Y.

TRADE: 2 English metal coaches, combine, trucks, silver Globe AA dummy. Varney caboose, gons., boxes, 45° Truscale crossing, 6 RH, 6 LH Atlas on Truscale rdbed. Trade for 4-6-0, 4-6-2. Howard J. Corbett, North Branch, Mich.

FOR SALE: Tenshodo NYC Hudson kit, $30. Japanese NYC 4-8-4 kit, $35. Tenshodo GP-7 kit uspainted, $20. Varney diesel switcher unpainted, $15. Others. Joseph Czerwinski, 135-38 121st St., Ozone Park, L. I., N. Y.

FOR SALE: Scintilla Dynapack Mark III, $15. Varney Dockside, $10. All letters ans'd. Jason Fane, 20 Midwood St., Brooklyn 25, N. Y.

FOR SALE: 4 new HO American Beauty 65' prepainted streamlined pass. car kits with assembled matching trucks plus 2 jars matching paint, $12. N. L. Folckemer, 2117 Southland Rd., Baltimore 7, Md.

FOR SALE: Lionel Erie diesel switcher, like new, $5. Richard Forest, 171 Newman Springs Rd., Red Bank, N. J.

TRADE: Mantua Belle, 2 Binkley coaches for Penn Line T-1 with 8 W-D, one motor, or other modern steam loco of like value. D. C. Holmes, 310 Teddy Ave., San Francisco 24, Calif.

SELL OR TRADE: HO Varney metal A dummy. Varney, Kasiner, Walthers & Chester 60' pass. cars. Want Mantua pullman & vista dome, Lindsay 2000 HP Alco pass. B. All ans'd. Brian Holtz, 944 S. Spring, LaGrange, Ill.

FOR SALE: 0-27 track, 60 strt, 36 curv., 15c ea., 3 pr. Lobaugh No. 31 pullman streamline pass. trks., $3, 0-27 Marx 4 car train set, auto-coup., 4 wh. trks., $10. Like new. Mark Kramer, 435 Main, Parkesburg, Pa.

FOR SALE: Car Builders' Cyclopedia —tenth edition—1922. Gen. Models Scale diesel switcher, 4 wh. drive. Marn -D- power pack, C 25. Excel. Details for stamped envelope. Russel Steele, 324 Walnut St., Catasauqua, Pa.

WANTED: TOY TRAINS issues in good cond., Dec. '53, Sept. & Oct. '52. Timothy Brooks, Lafayette Rd., Hampton, N. H.

FOR SALE: Maerklin O ga. streamlined steamtype loco and tender, 4-6-2. Paint restored to match catalog picture—maroon with black stripe. Fair running cond. Make offer. Michael A. Cann, Partridge Rd., Duxburg, Mass.

TRADE: HO for S ga. Have Casey Jones, Hobbytown, Alco road sw., Athearn RDC-2, Pens-Line jeep, PSM IRR trolley, MDC and Varney cars. All new to excel. Want Miller Lab. and Enhorning diesels, Rex locos and cars. R. Foster, Bayville, N. J.

FOR SALE: Mechanical toys—imported—tanks, trucks, cars, animals, etc. in working order. David E. Lesperance, 715 W. Queen St., Inglewood, Calif.

FOR SALE: Western Pacific E-6 loco, 10 finished frt. cars, 12 construction kits, trk., sws., originally constructed buildings. $175. Oscar A. Andresen, 2852 35th St., Astoria 3, N. Y. (This is O Gage? Ed.)

TRADE: English Pacific, assem. from kit, new, unpainted, test run and International 01A Electric, partly assem., new, for Mantua Mogul or any 4-6-4 in like cond. P. P. Pacella, 17 Louise St., Canton, Mass.

FOR SALE: Lionel O ga. loco, cars, switches, tracks, parts, etc. All or part. W. A. Kuehn, 15038 S. Homlin Ave., Midlothian, Ill.

FOR SALE: HO ga. RR equip—12 frt. cars, 3 Kasiner pass. cars with trucks. Sesd 3c stamp for list. Edward J. Ansbach, Jr., 1121 Stanley Ave., Bethlehem, Pa.

FOR SALE OR TRADE: (New) O Athearn sprung trucks with tinplate wheels. Sell or trade for Scale O trucks with scale wheels for 2 rail. Other scale items for sale. Stamp for list. Oliver England, 326 West Jackson St., Belvidere, Ill.

TRADE: Sterocrafters 3D camera for Penn Brill Trolley, Model Traction 2 truck street car or other trolleys. Letters ans'd. C. Nordvik, 2808-A W. Lincoln Ave., Milwaukee 15, Wisc.

WANTED: Loco & Car Builder's Cyclopedia. State year, cond. and price. Used locos—diesel & steam. Other misc. equipment. State desires. K. Olson, 2130 N. 20th St., Milwaukee 5, Wisc.

SELL: Large AF S ga. layout—steam & diesel locos, many type cars, all with knuckle couplers, automatic uncouplers and other access. Send for list or state wants. John Rogers, 103 Rayomond St., Fairhaven, Mass.

FOR SALE: Lionel 1033 & Trainmaster trans. AF HO refrig. & caboose w/light, Sel. RecT. 6 amp. Nat. Geo. Mags, Railroad Mags., phono (may be used as turntable). Robert S. Tomaso, 4921 Addison St., Chicago 41, Ill.

WANTED: Parts for pre-war Lionel —trucks, siderods-crossheads for switchers, car frames, tender for No. 203 loco, switcher coupler, etc. Tom Johnson, 815 E. Olive, Arlington Heights, Ill.

WANTED: Ives O ga. pass. cars No. 140-141-142-142. Repainted or original, extra roofs for same. Marx all metal O ga. 3/16 flat car with C&O lettering. N. E. Brown, 416 Central Ave., Rochester, N. Y.

FOR SALE: H.P. 0-6-0 TT switcher. Good cond. Make offer. Want No. 4 Trains Albums of Photographs. All letters ans'd. T. Patterson, 505 W. 1st St., Pittsburg, Kansas.

WANTED: Copy of EDAVILLE RAILROAD by Linwood W. Moody. Good cond. Pay $2. R. D. MacArthur, Box 248, Yucaipa, Calif.

MODEL RAILROAD TIMETABLE

Club Shows

BALTIMORE, MD.: Baltimore Society of Model Engineers Inc. Annual Christmas Model Show, 225 West Saratoga St. Dec. 1-2, 8-9, 15-16, 22-23, 29-30; 2-9 PM. Continuous operation HO-O layouts. Exhibits, trolleys, RDC cars, trains, etc. E. G. Hooper, Publicity Chairman.

BROOKLYN, N. Y.: Bay Ridge Society Of Model Railroaders, Inc., 6816 Fourth Ave., Annual Show: Jan. 11, 14, 18, 21; 7-10 PM. Jan. 12-13, 19-20; 2-5 PM, 7-10 PM. Large HO layout, full scenery. Admission if any not stated. Robert C. Hoar, Publiciyt.

STAMFORD, CONN.: Stamford Model Railroad Club, Inc., regrets having had to cancel plans for its Fall Show. Club expects to have one some time next year. 49 Bayview Ave., South Norwalk, Conn. David Squires, Secy.

PHILADELPHIA, PA.: Philadelphia Model Railroad Club, 24th & Chestnut Streets. Feb. 16-24 incl. Sat., Sun., and Washington Birthday: 2-7 PM. Other nights 7-9:30 PM. 1957 Annual Show. O gauge, in B&O Station. George Stock, Publicity.

Club Publicity Directors

Items for this column are welcome but what we don't receive, we can't print. Submit notices on club letterhead and give your title. Deadline date for March issue is January 1st. April issue is February 1st. Send to Model RR Timetable, RAILROAD MODEL CRAFTSMAN, Ramsey, N. J. Do not mail to our Rockville, Md. printing plant.

Trade Shows

CHICAGO, ILLINOIS: Hobby Industry Association Of America, Annual Trade Show at the Hotel Sherman. Open to the public Feb. 5th (evening only) and Feb. 6th (afternoon and evening). Admission charge. Also open to the trade *only* Feb. 2-5. Exhibits by many leading manufacturers of hobby equipment including many model railroad manufacturers. Be sure to stop by the RAILROAD MODEL CRAFTSMAN booth and sign in.

New Clubs & Notices

LONG ISLAND CITY, N. Y.: Empire Model Railroad Club. Meetings every Tuesday evening at 8 M. All interested HO rails invited. Located basement of apartment house 34-05 44th St. For info call Leonard Leavitt, BO 1-9204.

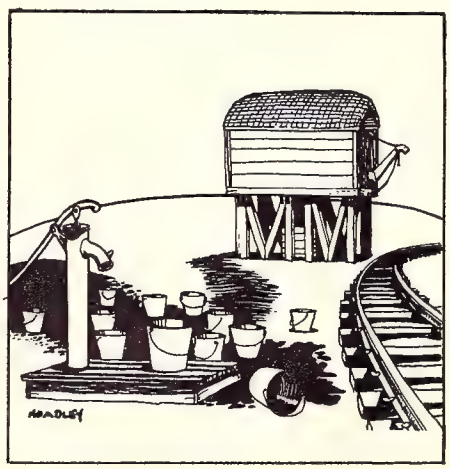
SEATTLE, WASHINGTON: Seattle Teenage Model Railroad Club. Seeks members; preferably 13-16 years old, and with knowledge of scale model railroading any gauge. Club hopes to build HO layout. Contact Tom Blake at ED 0990. No address submitted. (Next time include address. Ed.)

NEW YORK CITY 22, N. Y.: Kips Bay Boys Club, 301 East 52nd St., have just organized HO model railroad club for boys aged 14-17. A charitable, non-profit group, theKips Bay organization would appreciate greatly the donation of unneeded HO equipment in any condition. The continuance of the HO program by KBBC depends to a great extent on their ability to obtain such equipment. It seems like a worth while effort. Write: Sterling Spadea, Advisor To The Model Railroad Club.

BOOTHBAY HARBOR, MAINE: Robin H. Colcord, PO Box 496, would like to contact club or other modelers in this area, O gauge scale.

Catalogs

BILT RITE MODELS. Price List, 10c. Eight page offset list of HO custom built locomotives offered by Bilt Rite from standard manufacturers kits. Also listed are car kits by 12 different manufacturers. If you like your models built up professionally at reasonable cost, these models are a good answer. We've seen the work these people do and its good; cleanly assembled and black spray painted where required. Box 133, Ridgewood, N. J.



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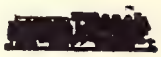

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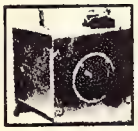

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TROUBLE SHOOTING

Use of Switchers

Q. Can I use an 0-4-0 switcher for mainline railroad service, either freight or passenger?

A. Beginners who own only one small switching locomotive will have to make it do for all kinds of service until they can acquire additional locomotives. Many real short line railroads own or owned only one small engine and of necessity had to make it do for all types of service. Usually, small roads having just one locomotive would pick a 4-4-0, 2-6-0, 2-8-0, or 4-6-0 for their one and only engine. Switching lines might choose an 0-4-0, 0-6-0, or 0-8-0. One iron-horse railroads today often have a GE 44 ton diesel, or other type of small diesel switcher.

Mixing Diesels

Q. Can a road switcher and an A unit be doubleheaded, or run MU?

A. The real roads do it all the time. You'll often see a GP-7 and an EMD A unit running as one locomotive. You'll even see a mixture of Electro Motive and Alco or Baldwin units. If not running MU, they could run double heading (with two crews).

A-B Combinations

Q. What are the legitimate A and B combinations which I can create with my diesels?

A. Just about any thing you can think of. We've seen real roads run them as follows: A, A-B, A-A, A-B-A, A-B-B-A, A-B-B, A-A-B, plus these in combination with road switchers or steam locomotives.

Diesel Facilities

Q. What facilities do I need to service a diesel?

A. For a starter, you'll need a fuel oil tank, or a good stack of fuel oil drums, sanding tower, and a water hose. Then build a diesel house for servicing as soon as you can.

Steam Facilities

Q. What facilities do I need to service a steam locomotive?

A. For a starter, a means of coaling your engine (either a coal tower or a conveyor), a water tank, and an ash pit. Also a sand tower. When and if you can, add a roundhouse or engine house, a turntable, or wye, and a ready track.

Coal Tenders

Q. Why don't all tenders have coal?

A. Many railroads, mostly Western, used fuel oil rather than coal in their steam locomotives. That's why some model locomotive tenders have oil type tenders rather than coal tenders.

Vanderbilt Tenders

Q. Are Vanderbilt tenders strictly oil tenders?

A. No. Unfortunately at the present time the only Vanderbilt tenders made are of the oil type, plus many modelers were weaned on the Lionel Vanderbilt tenders which were all oil type. Many railroads used coal type Vanderbilt tenders: Erie, Kansas City Southern, Baltimore & Ohio, and others.

Tank Loco Tenders

Q. Is it OK to put a tender behind a tank locomotive?

A. It's unorthodox but the real railroads have done it so you can too. Tank locomotives carry needed water in the characteristic tanks saddled around the boiler. A small coal bin behind the cab was adequate for yard service inasmuch as the coaling station was always nearby. When it was necessary to run tank locos on the main line for extended periods, tenders could be put behind them and on occasion were. This was rare, however.

Steam Loco Service

Q. Can I run a passenger locomotive in freight service?

A. Yes, and freight locomotives in passenger service, when you're short on motive power (which most of us are). However, remember that freight loco-

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HO Snow Plow, Express Reefer

FEBRUARY
ATSF Water Plant—Part 2
How To Compose Model Scene—Ellison
5 Small Building Plans
Rolling Country Landscape—Wakefield
BRB&L Blueprints, ST Birney: O

MARCH
Constructing 4 Bridges—Ellison
55 ton Hopper Car—HO
Baldwin 1000 hp diesel: Crater
Trolley Track Work—All Gauge
Principles Of Good Layout Design

APRIL
Belvidere & Delta RR: Undermann
Reading 4 wheel caboose—HO
ATSF Fuel Oil Supply—Giebner
BLW Shark Nose Diesel A and B—O
Constructing 4 Bridges—2—Ellison

MAY
Constructing 4 Bridges—3—Ellison
Multi-Level Layouts—Layout Doc
80 ft. Wooden Dining Car—Carstens
1863 Mail Car, 1863 Coach—O
Bunk Car, 50 ft. gondola—HO plans

JUNE
ATSF Sand House—Giebner
ATSF Telephone Shack—Giebner
Reducing A Track Plan—Layout Dr.
Wiggle Inn—Ellison
PRR 2-8-2 Electric Loco Class L-5—O

JULY
Elevated Gate Tower—Giebner
Create & Operate A Terminal—Ellison
D&RG On3 2-8-0 Class C-19 Blueprint
4x8 foot Layouts
Reading Steel Caboose—HO

AUGUST
Coaling Station—Part 1—Giebner
Model Railroading In Britain
Make Figures Of Plastic
Expandable Layouts
Long Island RR 2-8-0C H-51a Plans

SEPTEMBER
Scenery From A To Z—Ellison
Sanka Way Railroad—Schopp
Power Packs—Richardson
BT Birney Trolley
Twentieth Anniversary Issue

OCTOBER
Panamint Valley RR—Campbell
Positive Slow Speed Control
Detailing Mantua Pacific
Sanka Way RR—Part 2
Five Full Color Cutout Bldgs.

NOVEMBER
Cinder Conveyor—Giebner
Add A Branch Line—Layout Dr.
Coaling Ramp—Cochran
HO Gas Turbine—Part 1
Small Terminal Color Cutouts

DECEMBER
Manual Block Control Tower
2-8-0 From MDC 0-6-0 In HO
Build Your Own Turnouts—Ellison
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Ping Pong Table Layouts
Let's Operate—Mallory
Foolproof Switch Controls
Budd Rail Car—RDC-1, 3, 4
Modeling Old Buildings

FEBRUARY
Mule Train Barney
Three Legged Framework
Interlock Signalling
Railroad Car Ferry—Schopp
Railfan's Notebook—Bartholomew

MARCH
High Level Station—Schopp
B&A Pulpwood Cars—Willmore
Icing The Reefers
Better, Quieter Track—Houghton
Planning A Layout Design

APRIL
The Pacific Type—Alexander
Tricks Of Tracklaying
D&RGW Modern Control Tower
Trolley Line Car—O—Carstens
RMC Layout No. 3

MAY
Sandy River RR—Andrews
Working Power House—Burgess
Work Car NG—Wilhelm
Switch Tricks—Houghton
Aunt Teek Furniture Factory

JUNE
Spotlight RR Crossings—Ellison
Home Of Shake's Beer: Brewery
Operating 2 Trains At Once
Opearting Crossing Gates
Official Car (60' Wood Observation)

JULY
Skew Bridge—Ellison
Build A Burlesque Theater
DL&W 2-6-0C Blueprints—O
Boston El Brill Car—1906
Some Big Layout Designs

AUGUST
Gauntlet Tracks
Old time 4-2-0 In HO
Modeling A RR Cut—Ellison
Ferry Terminal—Carstens
Pennsy 1869 4-4-0—O Blueprint

SEPTEMBER
Magic Of Hills—Ellison
Little Bit Of Texas—Giebner
Two Railing—Schopp
O Gauge Trolley Roofs—Perry
GN 4-6-2 H-7—O Blueprint

OCTOBER
MILW 30 Ft. Flat—Stehle
Umbrella Sheds—Ellison
Inverting A Layout
SR&RL Phillips Yard—Andrews
C P Huntington—O Blueprint

NOVEMBER
Radio Control Tower—Giebner
Coffee Table Layout
Dual Gauge RR Layouts
Type A Tank Car, 1912 Boxcar
Overhead Concourse—Ellison

DECEMBER
Bank Building—Giebner
Scenery Modeling—Houghton
Carters Little River Mills
B&O 4-6-2 P-1d—O Blueprint
Elliptical Station—Schopp

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JANUARY
The CNJ at Plainfield
Stub Terminals
HO Paycar by L. Austin
Automatic trolley Turnaround
Mason Vixon Lines (O)
Brill Rail Bus

FEBRUARY
8-Ball Loco. Works, by Brunger
Erie 135 ton flat car
I & G RR (HO), Bill Miller's
NYCRR Fire Fighting Car (O)
Hertz—The future of O gauge
Double Gauge Turnout

MARCH
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL
Mt. Washington Cog Ry
1915 gasoline loco. (HO)
NYCRR Caboose (HO): Part 2
Abbottsville & Western RR (S)
Gay Nineties Stations
Foldaway layouts

MAY
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
Auto coupler (HO): Prudhomme
Kenn Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
Covered Cement hopper (HO)
Automatic coupling ramps (HO)
Cellar railroading: J. Kemp
Planning a model rr: Part 2
Double slip switch: (Part 2)

SEPTEMBER
2 pint size pikes In HO
Visible frt. car loads
Ute Short Line: Earl Cochran
The Electra Switch Machine
Pickle Car—HO—Miller
Diesel servicing

OCTOBER
Layout Doctor with 4 layouts
Fooling your spectators
Trolley Express Car: Long Valley (O)
The Silvertta Road (HO): Steen
Troop Sleeper (HO)
Remote control hookup
Kemtron's Brill Rail Bus

NOVEMBER
Hump Yard Design
Locomotive headlights
Converting the Mantua "Belle"
Converting the Varney "Little Joe"
Slope back tender—HO—Miller
V&T Flat car plans (O)

DECEMBER
St. Louis TRRA: Carstens
Clearance Car—HO—Schopp
Baldwin road switcher—HO
Simple Wiring—Houghton
Frost on th layout—Crosby
Model Hump Yard

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Citrus Empire RR (O)
Corner engine terminal.
Hints on trolley wire
South Dakota Central RR (HO)
C&NW 4-4-0 No. 195—HO Plans
MoPac Gondola (O)

FEBRUARY
Protostory: Bronx Frt. Termi.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Also and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans (S)

APRIL
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling Culverts: Dance
50 ton dump car (S Plans)
Trolley Express car—Part 2
DL&W 4-4-0 No. 988 (S plans)

JUNE
Outdoor RRing: Long Valley O line
LATL Rail grinder (S)
Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
CNJ first diesel—Part 2

JULY
USRA light 4-6-2 (HO)—Part 1
CNJ Newark Terminal: Crater
EG atlantic in HE (1/16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car (HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston (HO)
CNS&M B-B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER
2'x8' HO railroading
Grusome's Grain Mill (HO) Brunger
Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
3 MU cars from 2 Pullmans (O)

DECEMBER
Showcase for your models
Brill rail bus in HO
Use black light on your railroad
The Channel Line (O) at Christmas
Old time wood gondola (HO)
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CNJ Highbridge Branch
Trolley Loco: Part 3
Pullman Observation: Part 2
4-4-4 Live steamer (1½")—Part 1
Quartering drivers an easy way
HO Steam motor car—Schopp

FEBRUARY
Building a 4-4-0—Dance (HO)
B&O 2-10-2 Sta (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH—OUT OF PRINT

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APRIL
EMC Passenger Diesel in HO
Getting started—Part 6
Bay Ridge Model RR Club (O)
Official car—Part 2—Hoffman
CNR 4-8-4—Data and S plans
N&W 4-8-4—Part 2

MAY
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

1948 — 11 ISSUES — $3.50

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FEBRUARY
Inspection engine (O) "Star"—Crater
Planning model RRs with 3D
Memoirs By Schopp—Part 3
Reading 4-2-2, BLW 1892 (O)
Transfer Table (1/8")
Soldering made Easy—Austin

MARCH
Trolley street sprinkler (O)
CNJ Inspection engine—Part 2
Bill Schopp's Memoirs—Part 4
Gas Electric (HO)—Carstens
NYNH&H 0360 electric loco (S)
NYNH&H caboose (S)

APRIL
GE 0-4-4-0 Elec. Loco (O)—Austin
Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
Wayside Station (O)—Schopp

MAY
GE 0-4-4-0—Part 2
B & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE
GE 0-4-4-0—Part 3
BLW (CN) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars(HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
S basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of Tomorrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
NYS&W Little Ferry Terminal
G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
Gas electric (HO)—Ray Staples

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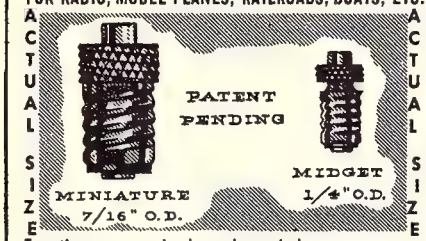

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FIRST of all thanks to the many, many of you who wrote in to tell us you enjoyed the article in the November issue on our "Hudson and Mohawk" . . it's still growing . . . A few months back we mentioned some items we had come across that seemed just right for TT. Many of you remarked that you appreciated our "detective work". Well we have some more . . . You'll remember we mentioned the Ideal cabin cruiser . . . (in the 2 for 39c, "Precision Miniatures" series). In the same series the Ideal Toy Co. now has many more models of all sorts . . . so far we find the Fire pumper (No. 3771-40) a good TT item (its companion, a surrey will have to go to junior). You fellows with a period pike will really flip over this "oldie", it is complete with 3 horses, driver and a dog (Dalmation?). No. 3770-40 has TWO TT models! (**none** for jr.!) A Wells Fargo stage and a covered wagon, yes they **are** real "period pieces", but have drivers, horses and bullocks . . . you may not be able to use them as they are . . . but they CAN be modified . . . Ideal has several old locos . . . dunno what scale they are and unfortunately they are not as well made and detailed as the wagons, but there are parts you might be able to use (they are **near** TT). The Matchbox series that has already produced a dump truck, flat bed truck, ambulance (that easily becomes a panel truck or station wagon, moving van, etc. now has added a bulldozer and a caterpiller tractor as well as an "in transit" cement mixer . . . but the most interesting (in TT) is the power shovel, rather an odd item, and we were ready to pass it up as a bit too British in prototype for an American pike, when voila! we spotted it here in New York, working on the resurfacing of the rejuvenated 3rd Ave.! Exactly the same as the model in every way including the color! S'funny, the same thing happened when the tow truck came out, didn't look too Yankee to us . . . but we were wrong for we saw one at a service station at the corner of Lafayette St. and Bleeker (downtown N.Y.C.)

Aristo has another selection of building kits, (we have mentioned City Building Kit 901) two in fact, 902 and 903, sell for $4.95, and are great!

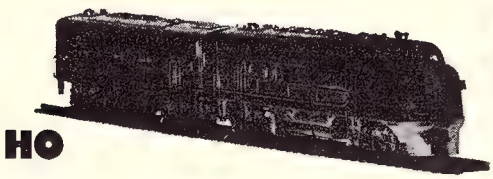
While sold for HO, we find them to be perfect 1/10th scale! If your dealer does not have these they are available from Aristo or Polk's in New York.

So there now, you have quite a bit of TT "stuff" just waiting for you to incorporate into your pike.

WHAT'S NEW IN TT?

First of all we must give you a report from "Gandy Dancer". Edwin Fetyk, the "brains" of the "G-D" plant in Carmel, N. Y., has really been working overtime. We paid a visit to the factory a few weeks ago along with Harry Piek (a top TT pattern maker) and this here hardened veteran really popped his eyes . . . what a beautiful collection of castings; the components for new TT tank cars, flat cars, gondolas, reefers, box cars and on and on . . . Terrific! Ed is a cautious one . . . and won't advertise a thing until it's 100 per cent ready! But we are sure that you'll love them! Another happy thing, we saw Ed's production methods. There'll be NO shortages here! Man! this is a casting plant!

Yes . . . It's True!



HO

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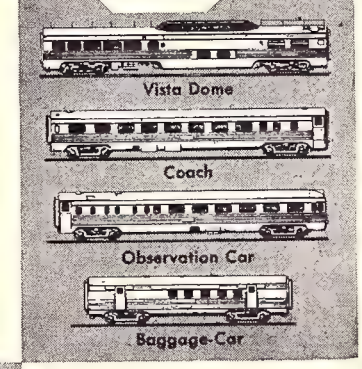
IN MINIATURE



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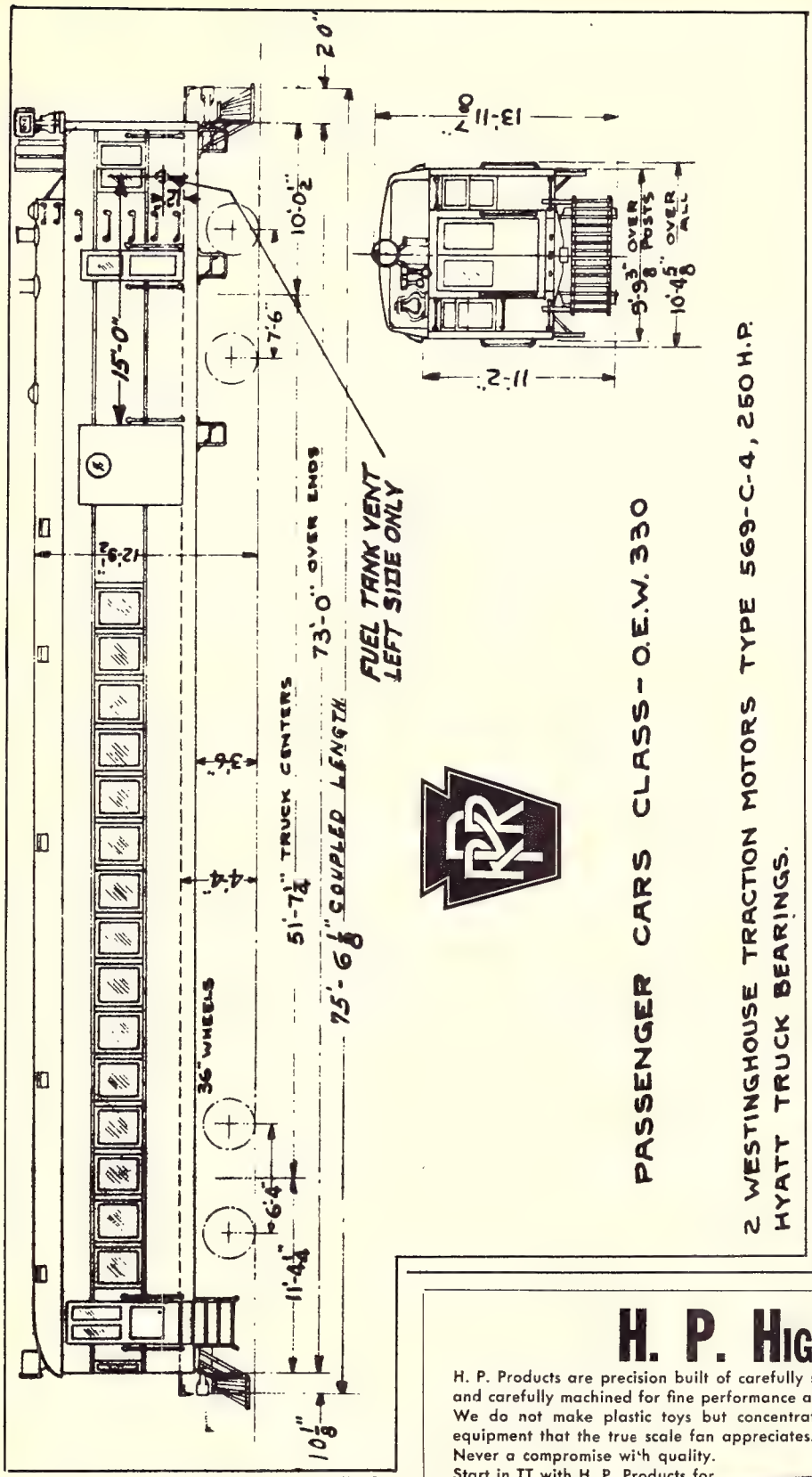

Now why don't **YOU** dust off the "Brownie" and take some photos of **YOUR** layout, favorite loco, structure or what have you . . . and send the photos in to us . . . we and all the TT fans who read this page are interested in what **You** are doing in TT . . so send 'em in.

Next month, more news, tips, plans and photos of TT gauge.

Cherio,

Glyn.

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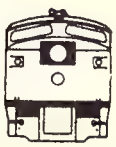

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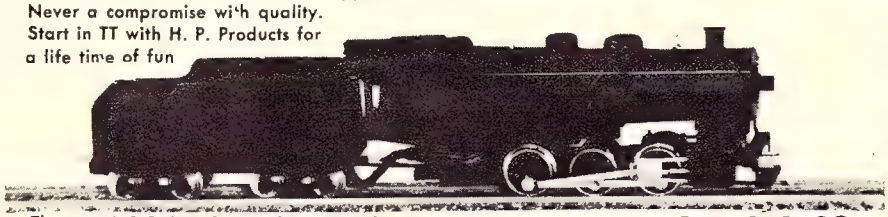

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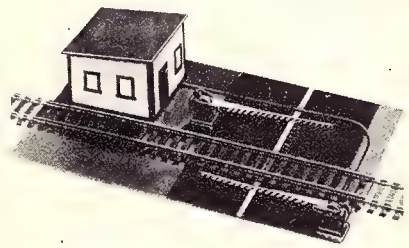

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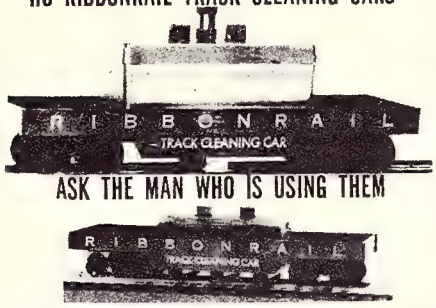

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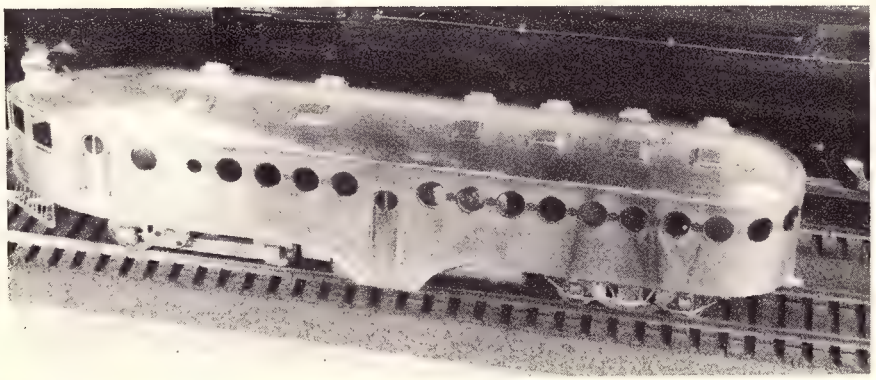
TEST TRACK REVIEWS

Manufacturers are invited to submit new and revised products to the Test Track, Railroad Model Craftsman, Ramsey, N. . for testing and review.



HO McKeen Car

Limited quantities of the HO McKeen car are now available, and for those who like their models different, this contraption is it!

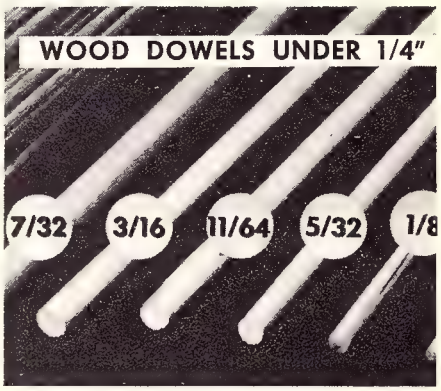
The car body is a one piece sheet of photoengraved brass with full rivet detail and represents a 55 foot McKeen car. The exhaust pipe running back under the car indicates one of the earlier McKeen units which did not pull passengers, since the exhaust fumes could well have killed off the trailer passengers. The headlight is roof mounted and includes a GOW bulb for illumination. Car detail is satisfying although the modeler can easily solder more to the all-brass body if he chooses.

The HO car does not have a clutch to keep the flywheel turning while the car is stopped but the flywheel does spin while the car runs, being connected with a pulley to the front axle. The actual drive is done by the rear truck which has a vertically mounted motor geared on one axle. A weight in the center of the car gives added weight, which is hardly necessary since these cars seldom pulled more than one trailer and the model will probably be trailer-less. There is no rear coupler.

The car runs well and would be a fine addition to any road operating in the 1910-1920 period of American railroading. The prototypes were used up until the 1940s on a few roads. We think the car is a good value for the money. McKeen Motor Car, imported from Japan by Ken Kidder, Box 213, San Francisco, California; price ready-to-run unpainted, $25.00.

Wooden Dowels

Six sizes of wooden dowels are offered by Cleveland Dowel Company for use by model builders, in the following sizes: 1/16", ⅛", 5/32", 11/64", 3/16", and 7/32" diameters. The dowels come in 36" lengths of kiln dried hardwood. Samples received were quite smoothly finished. Should be good for telephone and trolley poles, fence posts, exhaust pipes, pipes, metal chimneys, simulated pipe loads, etc. Mfd. by Cleveland Dowel Co., Cleveland, Ohio; available through hobby shops.

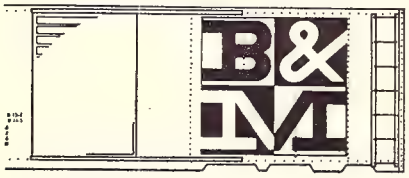


O Gauge Decals

Max Gray has come up with a whole batch of new decals in assorted colors for O gauge, and we assume that the same lettering will also be made available for HO, with simultaneous release. The new items are all of the latest lettering changes made by the railroads for freight use. Included are the following: Southern Pacific, big white block letters about 14" high; giant white; M&StL in 7' high letters; 8½' high B&M with white B intertwined with black B; 8½' high B&M in new blue and white checkered design; yellow Union Pacific in 1½' high block letters; white on black New York Central herald for freight use; Rutland Green Mountain Gateway design in green; Great Northern in 15" high white block letters; Cotton Belt in 16" high white block letters; white C&NW giant sized

letters almost 4′ high; white LNE block letters 4′ high very attractive on black hopper cars; 2½′ high white italic Great Northern; white C&EI in 4′ high lettering, block style; red Western Pacific with DF and red feather; and three styles of New Haven in black and white, white and red.

Manufactured by Champion Decals, 2454 S. E. Belmont St., Portland 15, Oregon. Available through dealers.



Tenshodo 0-6-0T—HO

Tenshodo, after concentrating on making the larger and more expensive HO kits and built up engines, has entered the low price field with no sacrifice in quality. The low price should enable more arm-chair modelers to get into active model railroading and enable those with just one engine to add another.

The 0-6-0T tank locomotive kit comes in the attractive Tenshodo box with any parts that would be subject to rust enclosed in a pliofilm envelope. Assembly of the engine is simple, from slipping the 48" (scale) drivers into the frame and mounting the vertical drive motor, to mounting cylinders and rods and then slipping on the superstructure. Practially all the large parts are zamak pressure die-castings with excellent detail where required and the least amount of flash we have ever come across.

Two features we would like to point out are the separate grab-irons for the doors to the cab, and the hollow headlight shell evidently for easy installation of a GOW headlight. Certain things are missing but can easily be added by the purchaser to suit his own desires: cab steps and pilots are the two items that come to mind.

The engine comes with the usual Japanese Baker style couplers, but just to see what could be done we mounted a plastic Rail-Line NMRA coupler on the front and a Mantua on the rear. The NMRA coupler just requires the cutting of a groove on one side of the coupler slot to catch the end of the spring (actually cut right across with an abrasive disc in a grinding tool) and the drilling and tapping of one hole for an 0-80 mounting screw. The Mantua coupler is insulated by putting it into one of Mantua's 2575 plastic coupler pockets which is in turn fastened to the body with an 0-80 screw for which a hole must be drilled and tapped. The coupler pocket on the engine must be ground a little wider to receive this. Or the Mantua coupler could of course be screwed, uninsulated, directly to the floor. There is some possibility that kits will in time come through with mechanically improved NMRA type couplers.

The possibilities of modifying this little six coupled tank engine are be-

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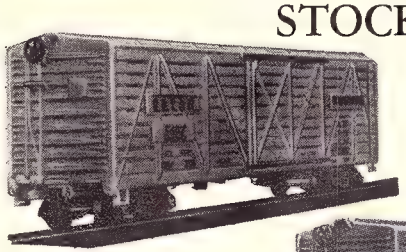
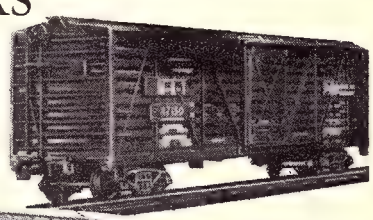
LITTLE SIX

The Little Six is all things to all model railroaders—all-purpose power or special purpose power, according to your fancy. This 0-6-0 tank is a dead ringer for hogs in railroad shop service and those chuffing around steel mills and other heavy industries. Or it can be put in way freight, pusher or commuter service (pulling two or three MANTUA open platform coaches) and still perform according to strict railroad practice. MANTUA'S Little Six is not brand new—indeed, it has been tested and approved by H O railroaders by the thousands—but if you don't own one, the Little Six is brand new for you.
COMPLETE KIT NO. 217 ..... $12.95

STOCK CARS





MISSOURI PACIFIC (yellow) $2.45
Complete Kit No. 312A

MK & T (red) $2.45
Complete Kit No. 312C

ATLANTIC COAST LINE (red) $2.45
Complete Kit No. 312B

Like the Little Six, these are brand new to any model rail who does not own them. They are exact scale models designed from railroad blue-prints and thanks to die-cast underframes and free-swinging TYCO Trucks, they are as dependable in operations as they are authentic in design.

NOTE: MANTUA Automatic Couplers, tested and approved by a generation of H. O. railroaders, are the most dependable and most widely used of any. They will continue to be standard equipment in every MANTUA Kit. If you wish N. M. R. A. Couplers, your dealer has easy-to-install MANTUA N. M. R. A. Conversion Kits.

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FIRST IN HO

SEE THESE MILES-AHEAD MANTUA KITS AT YOUR DEALER'S TODAY.

PACIFIC ELECTRIC

Lt. Wt. 5050 series Interurban Car.

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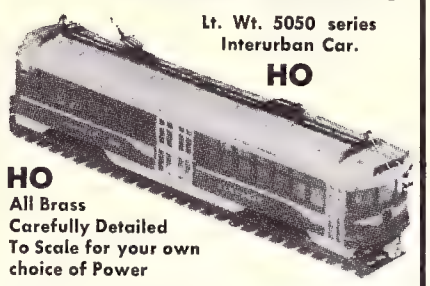

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Report to "O" Gaugers
by Bill Walthers

New re-designed kits, Accessories, Books and Trucks to head up Walthers 57 "O" gauge line.

Old timers and newcomers to "O" gauge (the king size gauge of the craftsman) will find that Walthers is still catering to their needs with an infinite variety of ¼" scale supplies designed with the greatest latitude of variety in True-to-Prototype detail. For your perusal we've listed some of the items on the ready track now and some to be out-shopped soon.

New Signals: Completely new "O" gauge signals featuring scale sized heads, 12v bulbs, and easier assembly—beyond comparison to old type with large heads and 2.3v bulbs.

Car Kits: This year's catalog will show NEW FREIGHT CARS that you "O" gauge fans have been asking for. GN Express Reefer, REX Express Reefer, Reading and Western Maryland Hoppers with new "Billboard" letters, Central of Georgia "Balloon" Box, B&M Blue Box car, Old Heidelberg Beer Private Reefer, and new tank cars for Dow Chemical, Lion Oil, Union Oil, and Shawinigan Products. New, re-designed No. 3895 Pickle Tank car with colorful tank wrappers for Milwaukee Vinegar. No. 3809 Menasha Woodenware Co. Car now in process of completely new model with improved detail. Finely detailed new diecastings will be offered where the builder previously had to use wire and cardboard.

Piggy Back: A Piggy Back car kit with diecast hold-downs and hardware for fastening the trailer in place is planned for a little later on. This should be a very popular model as so far "O" gaugers have no kits of this type. A line of *decals for Piggy Back trailers* is just about ready for delivery now. (36' trailer truck kit in ¼" scale is made by Revell use Walthers "O" decals for lettering of your choice and see *Walthers prototype lettering Book II* for lettering and coloring diagrams. The No. 5401 *Covered Hopper* and the No. 5403 *Depressed Flat car* are modernized kits offering improved detail and simplified construction. The No. 5402 *Tool and Water car is* all-new and perfect for your work or wreck train.

New Acessories: New asphalt shingles (Green, red, brown, gray), new wood shingles (Red, brown, gray) and a new window sheet have been added to the building sheet line.

New Books: The Walthers signaling book has been re-done and Appendixes added to cover operation of a signaling system with the TS-5 switch machine added. This was previously a separate book. Also available now is the new *Prototype Lettering Book II* with all the latest lettering diagrams for cars, diesel locomotives, and Rail diesel cars. Remember too, that Walthers has a decal set for every diagram and, every car can be built from a Walthers kit. (Decals, but no kits for Locos or Diesel rail cars). With these books you can put prototype realism in your model railroad. Signaling book 75c. P.L.D. Book II $2.00.

New Trucks: Now with Zamak side frames, diecast wheels (cooling fins on Frt.), ⅛" drill rod axles (twice as heavy as old ones) and needle point bearings. Available now in 6 & 4 wheel Std. passenger, 4 wheel Streamlined, 4 wheel MU and Bettendorf freight. Scale size 36" passenger, 33" freight.

The new 1957 WALTHERS "O" GAUGE CATALOG and REFERENCE MANUAL featuring new and revised kits and accessories, new illustrations and the whole extensive Walthers line is a must for all "O" gaugers, (Scale and Tinplate).

Send for your copy today. Only 50c.

Wm. K. WALTHERS Inc.
265 East Erie St. Milwaukee 2, Wis.

yond belief. Of course a lead truck could be added, making it a 2-6-0T, or possibly the coal bunker could be extended and a trailing truck added.

Distributed in the U.S.A. by Pacific Fast Mail, PO Box 57, Edmonds, Washington. Kit price $7.95. Ready-to-run $9.95.

K&O Highball Power Packs

K&O has introduced two new HO and TT power packs. The "Highball" is a two amp pack with directional slide-type switch, separate on and off control, and circuit breaker. A speed control is calibrated in units of 0 to 100, which is off course a relative thing only and not an indication of miles per hour. The metal can is finished in gray. In the upper left and right hand corners are red and green lights. The green light serves as an indication that the pack is functioning normally. The red light goes on when the pack is being overloaded. This pack will operate up to three locomotives. Price $14.95 with 60 day guarantee.

K&O also offers three other packs: the "Choo Choo Pack" at $7.95, the Hobo Loco Pack at $5.95, and the Deluxe Pack at $8.95. At their price, these packs offer a good value. Distributed by K&O Models, Inc., 14720 Keswick St., Van Nuys, California. Available through dealers.

NEW! ALL-NATION 1957 "O" Gauge Catalog

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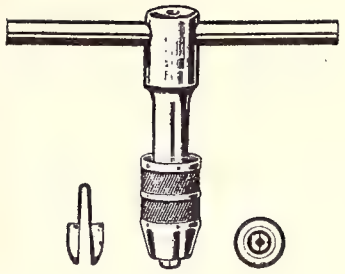
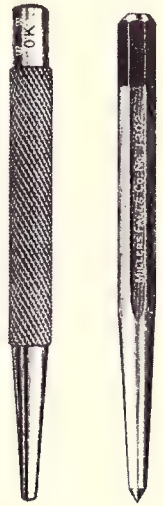
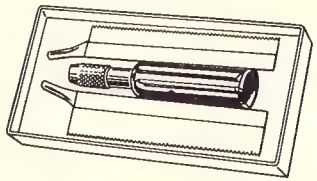


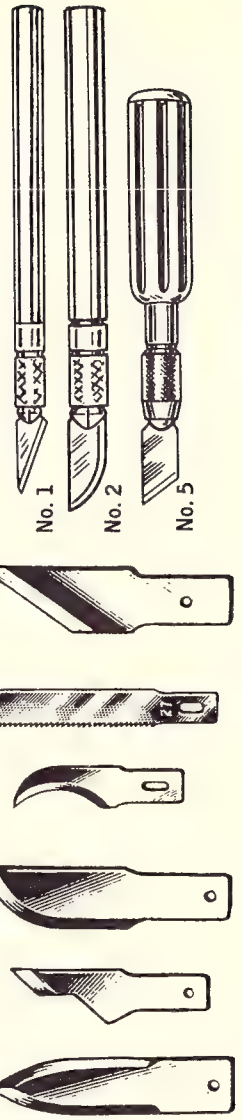
TAP WRENCH AND TAPS: This tool will thread holes so that screws may be inserted in them. Some of the common model sizes are: 0-80, 1-72, 2-56, 3-48, 5-40. . . .



CENTER PUNCH: Use this tool, to locate hole centers that must be drilled. . . .



RAZOR SAW: A must tool. Makes easy work of cutting wood, brass rail, castings, etc. Blade is removal for replacement when dull. Gives very fine, smooth cut. . . .



MODELER'S KNIFE: Perhaps the most useful tool of all. For general work our own preference is for the X-Acto No. 2 Knife and the No. 24 blade. Actually, the knives come in several different shapes and there are over 25 blades to choose from. Blades are interchangeable. This knife is much safer to use than old razor blades, permits more accurate cutting. Blades are cheap enough to throw away when dull . . .

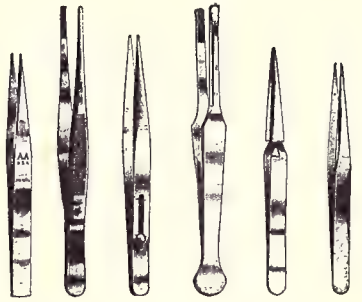
FOLD HERE AND PUNCH FOR BINDING

RAILROAD MODEL CRAFTSMAN

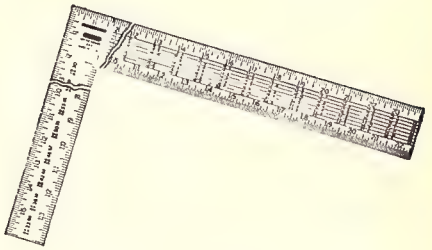
Lesson Number 13

Tools For Model Railroading

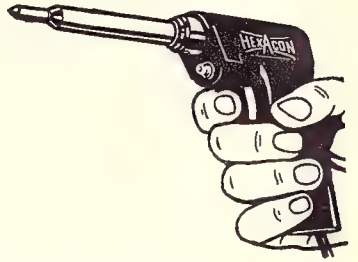
PIN VISE: The name is misleading since this device is actually a holder for very small drills and taps. Available in several sizes to hold drill sizes 50-80. Used in careful drilling of small holes in wood and metal for mounting of detail parts, handrails, etc. Various fanufacturers . . .



TWEEZERS: Useful in picking up small screws and fine parts. One or two of these should be in every modeler's tool collection although their actual use in model construction is probably overrated. We never use one . . .



STEEL SQUARE: A combination ruler and square that is useful in making car and structure parts that must be square, such as walls, car sides, etc. . . .



SOLDERING GUN: Faster to use than the soldering iron, the soldering gun is especially useful in soldering wires and small parts. Heats almost at once to solder melting temperature. . . .

LINE LEVEL: Some type of level is a must for determining that track is level, or that grades do not exceed a certain percentage. Bench level is more accurate but this is good enough for average home use. . . .

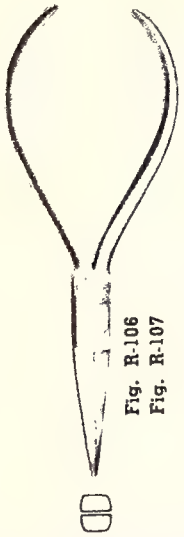


Fig. R-106
Fig. R-107

NEEDLE NOSE PLIERS: This is the tool you'll need to drive home track spikes, bend wire, hold things. If any model railroad tool is a general purpose tool, this is it. . . .

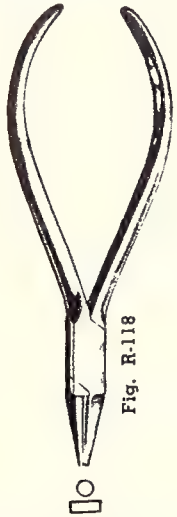
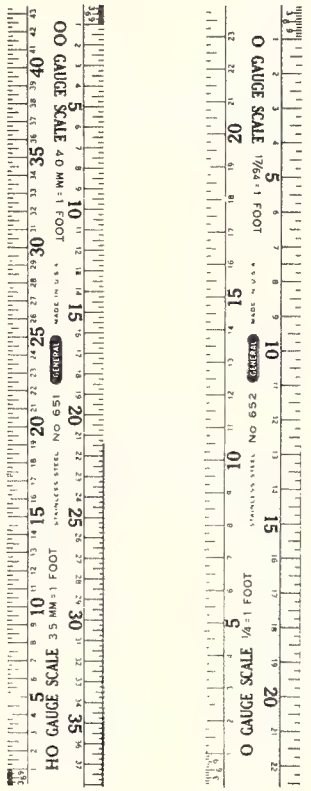
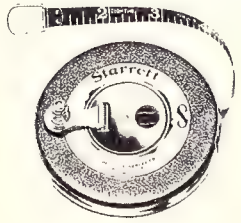


Fig. R-118

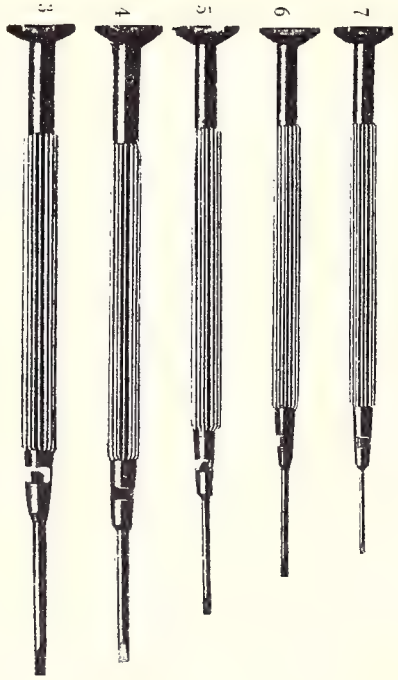
WIRE FORMING PLIERS: Specially shaped to permit accurate forming of wire into required shapes. For just occasional bending, the needle nose plier will do. If you do a lot of this work, get one like this. . . .

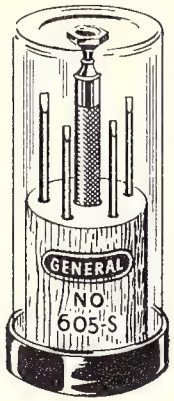


SCALE RULE (FOR YOUR GAUGE): Marked off in scale feet for your specific gauge, permitting you to work with full scale dimensions rather than the fractional dimensions of your model scale. Made by several manufacturers in metal for your specific gauge or scale. . . .

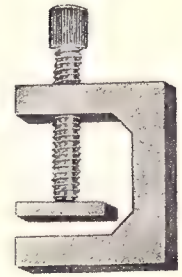


50' STEEL CASE TAPE: Handy flexible rule for measuring basements for layout planning. Also for field trips in making measurements of real railroad cars. . . .

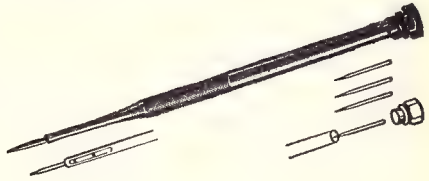




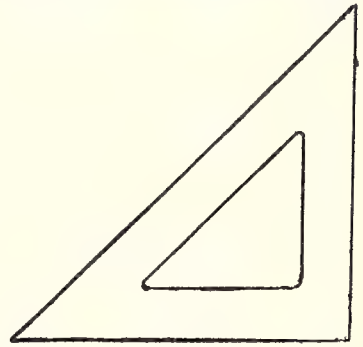
JEWELERS SCREWDRIVERS: Special small screwdrivers used to handle the tiny screws found in many model kits. Use of the right screwdriver prevents stripped screw threads, damaged screw heads. . . .



"C" CLAMPS: Made of light weight metals (usually) and used to hold parts together while soldering or gluing. In assorted sizes . . .



NEEDLE POINT SCRIBER: Is used to mark "cut" lines on brass and metal. Other uses will suggest themselves: scribing of wood, card, or metal, to simulate wood planking, etc. . . .



PLASTIC TRIANGLE: Also used in laying out carsides, walls of buildings. In many sizes and shapes. 30°-60°90° and 45°-45°-90° most common and useful. Also useful in acting as straight edge when cutting with knife since you can see what you're cutting through clear acetate. In time may have to be replaced if knife nicks ruin its accuracy in drawing straight lines. . . .

Illustrations courtesy X-Acto, General, Starrett, Hexacon.

Toy Trains

JANUARY 1957

S AND HO
AMERICAN FLYER HEADQUARTERS
All standard lines in stock. Send stamped envelope for Bargain list. State gauge.
DELAWARE VALLEY HOBBY SHOPS
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HELP STOP DEATH
ON THE HIGHWAY

WHERE TRAFFIC
LAWS ARE OBEYED
DEATHS GO DOWN!
SUPPORT YOUR LOCAL
SAFETY ORGANIZATION
Published as a public service in
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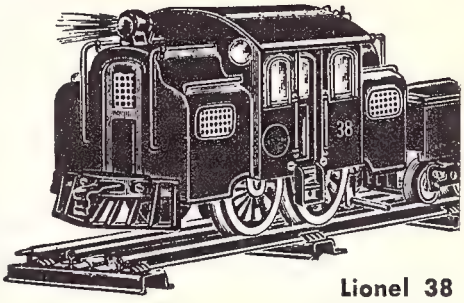
rebirth of LIONEL STEAM TYPES

by Robert T. Hess

THE electrification boom on main-line American railroads and the criss-cross and often haphazard building of city and rural trolley and interurban lines—these may have had something to do with it. Railway electrification had taken firm hold of the public mind before the first World War, and would seem to have influenced the toy train manufacturers of the United States on the basis of popular acclaim. At any rate, if you were a boy in the 1920's a heavy standard gauge locomotive of electric outline was more than likely the motive power on your playroom railroad.

Sometimes the promoters of real-life electric railways figured on eventual replacement of certain competing steam railroads. How wrong time proved their surmise! And with the dwindling fortunes of electric traction throughout the country, 'steam" locomotives enjoyed a rebirth on toy railroads from coast to coast.

Herbert Hoover was still President and the New Deal era had not begun when Lionel steam-type locomotives reentered the scene. It had been some time since famous old No. 6 locomotive and tender had disappeared from the catalog pages to leave the field to the domination of the electrics. A similar renaissance took place amongst the models featured by competing tinplate



Lionel 38

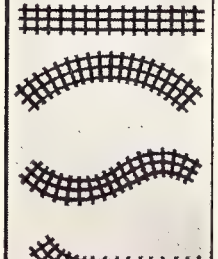
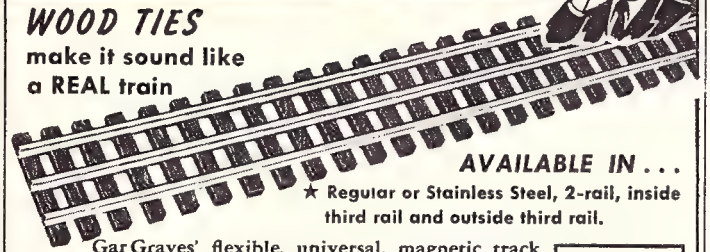
manufacturers, but it might be fun to consider the Lionel line only, just now. Probably the greatest numbers of us who enjoyed our trains during the years of the early 1930's had Lionel equipment, and so the path down this particular memory lane seems better worn with pleasant familiarity than the rest.

Let us, therefore, suppose that of a bygone snowy Christmas in the days contemporary with bank holidays and the National Recovery Act, you spotted the shiny magic of a Lionel Standard train set beneath the Christmas tree. True, you **might** have had the boxy outlines of one of the electrics—Nos. 9E, 318E, 408E, or even the bulky mass of the impressive green "Olympian" pantagraph equipped St. Paul type racer at the head of the train. But instead, you had received a steam-type, electric-motor driven to be sure; a "chuffer" with large red driving wheels, copper or nickel trim, and a black or perhaps gunmetal colored body.

Lionel steam outline locomotives had a flavor all their own, and the memory of it remains as an indelible association with these years in our mind. They gripped the track, seemingly; they were squat, rather than tall, as a general characteristic. The smokebox fronts of the boilers seemed to hug their figurative chins against the pilots which projected out before them. The driving wheel diameter seemed to climb up the side of a considerable portion of the locomotive's height with an arresting quality, spelling out the Lionel design's influence.

Around 1931, the less expensive sets might feature Nos. 384 or 390 steam-types, with a letter "E" suffix on the number to denote the remote control reversing feature, if your model possessed it. Little No. 384, baby of the lot and a 2-4-0 type, cut a stubby but solid figure without benefit of trailer truck under the abbreviated "firebox". But twelve inches in length, minus tender,

SCALE & TINPLATE TRAINS
now arriving on . . .
GarGrave's UNIVERSAL FLEXIBLE TRACKS

BENDS TO ANY CURVE

WOOD TIES
make it sound like a REAL train

AVAILABLE IN . . .
★ Regular or Stainless Steel, 2-rail, inside third rail and outside third rail.
GarGraves' flexible, universal, magnetic track mates with ALL 0, 027 and 072 gauge track. Constructed of steel rail, 3/16" high, with accurate scale wood ties. Patented construction eliminates spike heads, permits tinplate locos to run perfectly on scale track.
NEW: "S" gauge trackage and switches . . . 3 rail "O," "O-27," "O-72" 90° crossovers and switches.
Free
Send 3c stamp for complete "GarGraves trackage facts."
SEE YOUR DEALER OR WRITE TO . . .
Gardner, "THE TRAIN DOCTOR"
RAILROADING IS OUR BUSINESS—NOT A SIDELINE
2261 DEWEY AVENUE—ROCHESTER 16, N.Y.

THE HOBBY HOUSE "O" SCALE

TREND for BETTER RRing IS "O" Here It is! An Amazing Selection From Our Huge O Scale Stock. We've Everything for the Model RR'er . . . and that's legend to RR'ers everywhere! Better Manufacturers have appointed us to serve you. **Use ORDER BLANK— Inside Front Cover** Kits—Parts—Custom Bilt for O

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Sprung.
Andrews; Bettendorf; Symington; Arch Bar ..... pr. **$1.50**
Wheels mounted on axles ..... pr. **.25**

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TK 300 Streamline Pass. Trucks, sprung and equalized journals. pr. **7.50**
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Atwater Transmission Units (F3-GP1-Alco) **6.00**

LOBAUGH TRUCKS:
Freight & Passenger. Bettendorf; Symington, Tahlman; Arch Bar; Andrews; Diamond ..... pr. **1.90**
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Pittman; Permag field, conventional, 7 pole armature, alnico No. 6 magnet: DC94 ..... **7.50;** DC95 ..... **8.50**
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Take 1/3 off.
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Heavy brass unpainted body, completely assembled less trucks and couplers.
Wrecking Crane. 200 ton complete built-up, 6 wheel Buckeye trucks, unpainted. Boom, Big Hook and Aux Hook operate by means of drum winches inside cab, which revolves. Equipped w/lights, on and off switch. Six sets of operating outriggers make this model "super"! **76.50**
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Complete Instructions. **Easy to Build.**
TC101 Tank car, single dome. Sheet metal tank, die cast ends, sprung draft gear, ready to assemble... **5.95**
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Well machined, beautiful! Soldering & screw driver assembly. Brass boiler, cab, tender. AC or DC U.S.R.A.
0-8-0 Switcher **62.50**
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(Available in 3 Budget Price Sectional Kits).

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All brass construction w/lost wax and/or photo engraved sides. Outstanding kits for advanced modelers. Less power.
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Beautifully machined, requires soldering, for modeler who wants quality heavy duty locos. Cast bronze frames, cast bronze or lost wax parts, machined & fitted sheet brass parts w/rivet detail. Drivers are cast steel, machined, rim insulated, full sprung. (All w/AC-DC Heavy Motors).
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CENTRAL LOCO WORKS:
Bronze Castings, machined & drilled, soldering. Equalized openings. Lost wax fittings.
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Available in 5 budget sectional kits; No. 1 Basic K it **39.00;** No. 2 Side Rod **24.00;** No. 3 Motor & Underbody Detail **18.00;** No. 4 Loco Superstructure **33.00;** No. 5 Tender **21.00.**

MAX GREY LOCOS & TENDERS:
Heavy gauge sheet brass, cast bronze underframe, machined and fitted, steel axles, journals, drivers are cast brass with steel tires, sprung trucks, includes couplers, lights, etc. Indescribable detail.
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*Signifies available in 3 section budget kits.

INTERNATIONAL:
Unpainted, brass. Screw driver.
Pacific 4-6-2 w/8 whl tender..... **36.50**
Hudson 4-6-4 w/8 whl tender.... **44.50**
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Complete. Highly detailed front, decals, single power truck, 1-K-0 motor. Scale or tinplate wheels. **25.40**

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4-8-2 Mountain **98.50**
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4-4-2 Atlantic w/8 whl tender, 32", Min Rad. **56.00**
4-6-0 10 wheeler w/8 whl tender, 32", M Rad. **56.25**
4-4-0 American w/8 whl tender... **47.50**
Atwater EMC-GMC F3 Diesel A single powered **49.00**
(A or B dummy or powered; B-dual powered).

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2 Rail DC or Hand Reverse Lacquer Sprayed. 2 Rail unless otherwise stated.
N.Y.C.—Niagara—4-8-4 AC-DC—Super **249.50**
Lobaugh "Western Pacific" Articulated 4-6-6-4 ..... **395.00**
Super Detailed & Painted Sante Fe F&A&B **125.00**
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FOR LIONEL 3 RAIL WIDE RADIUS
Union Pacific Articulated 4-6-6-4 **295.00**
Santa Fe 4-8-4 Long Tender.... **249.50**
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B&O Super Detailed 10 Wheeler... **69.50**
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Lionel G.P.7—2 Railed **49.50**
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The Trend for better Railroading is "O" Gauge. For Better Trains Buy "O"!!

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Send 3c for Savings Folder. Specify Lionel or Flyer. Has many extras. Here are a couple of the specials.
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Every Lionel & Flyer item in Stock All 12 Mos.

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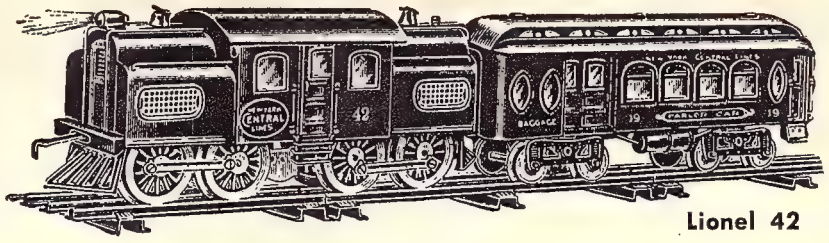

Lionel 42

she nonetheless boasted a classic feature of Lionel's on both steam and electric type locomotives two white flags, stepped into metal holders on either side of the pilot beam, designated virtually every "Lionel Limited" an Extra in those days (for those few of us who gave thought to prototype practice!). The length of time that many of us were able to retain these little flags was not great. They were usually the first thing to be lost, often a casualty of the vacuum cleaner as it gave the parlor carpet the treatment once the Christmas tree had been consigned to the trash-heap.

A heap of simulated coal topped No. 384's tender. Indeed, it was featured on all Lionel coal tenders or larger locomotives like the No. 390, No. 385, and No. 392. It was comforting for us to know that we always had adequate "fuel" for indefinite running, with no problems occasioned by inadequate tender capacities or the locational spacing of coaling stations on **our** lines!

Locomotive No. 390, a 2-4-2, (the favorite tinplate engine wheel arrangement) was endowed with the superior feature of a gracefully spoked trailing truck. A simulated whistle topped her boiler shell near the cab, and the bell impressively hung from a bracket over her boiler front. Here, pilot markers characteristic of Pennsylvania Railroad practice had displaced the familiar flags, and the copper steam pipes and brass handrails seemed a bit more impressive.

The front-end feedwater heater must have made a lasting impression on Lionel designers. It graced all of the steam types of the early '30's and was invariably an imitation of the Elesco rather than the Worthington side-mounted prototype. Certainly it was a step in the proper direction, but its abbreviated length in the Lionel version somehow struck us as insufficient for the generation of the needed spirit and feel of an external feedwater heater, beetling down impressively from some actual steam monster. If only that strange "blanket roll" had been given the girth as well as needed length to achieve a better duplication of many a real-life locomotive of those days; as it was, painfully exaggerated in reverse, it became lost in the general confusion of other boiler appurtences too numerous to mention.

Perhaps you had a No. 392 steam-type, considered by many of the more serious Lionel enthusiasts to this day as that company's best steam type Standard gauge locomotive effort of those years. Even so, it gave a wide berth to literal approximation of actual motive power. But the appeal is undeniable.

No. 392 made her debut in the 1933 catalog. Her tender was like that of her predecessors (it was to be replaced by a much more impressive and massive six-wheel trucked job, when the Lionel whistle appeared in 1935), but the engine's 16-odd inch length, general hefty appearance, and profusion of sparkling glitter might have made your eyes pop in awe. There was a **four**-wheeled leading truck under the cylinders, and of large size. It tended to give these locomotives excellent tracking qualities. Two of ours readily demonstrate this feature today. The many times those older, irksome two-wheel "pony" trucks developed that wandering, weaving habit on the sharp tinplate curves! (The lead trucks on locomotives of other manufacturers, when of light construction, could bring about many a frustrating session of play by leaving the railsand short-circuiting the track layout at every turn.)

Lionel seemed momentarily to gaze in the direction of the Pennsylvania Railroad again for the No. 392's inspiration. A keystone number plate in red appeared under each cab window, though the cab itself was more reminiscent of the all-weather closed cabs employed on locomotives of the Canadian National Railway, where winters were traditionally severe. A suggestion of the PRR modified five-slat "hen coop" pilot as applied to the K-4s class Pacifics appeared on No. 392; moreover, Lionel seemed to have had a Belpaire firebox in mind for this engine but the desired effect was never fully carried out, giving the impression that a good idea got lost on the way and producing a weird mybrid look.

1933 brought **noise** to the tinplate scene—with an early attempt at railroad sound effects. A device known as the **Chugger,** which could be shut off at will, was placed in Lionel's Standard steam types that year. Its buzz, geared to sound twice with each revolution of the drivers, attempted to reproduce the sounds of a speeding locomotive under full steam. The "exhaust" might have been more realistic, we thought, if the timing had been adjusted to, say, four 'chugs" on each revolution. Tinplate trains are wont to race at fantastic speeds, reflecting the exhuberance and love of speed in their young owners. Surely a morestacatto e ectwould have been in order for a rushing Lionel

Continued on page 94

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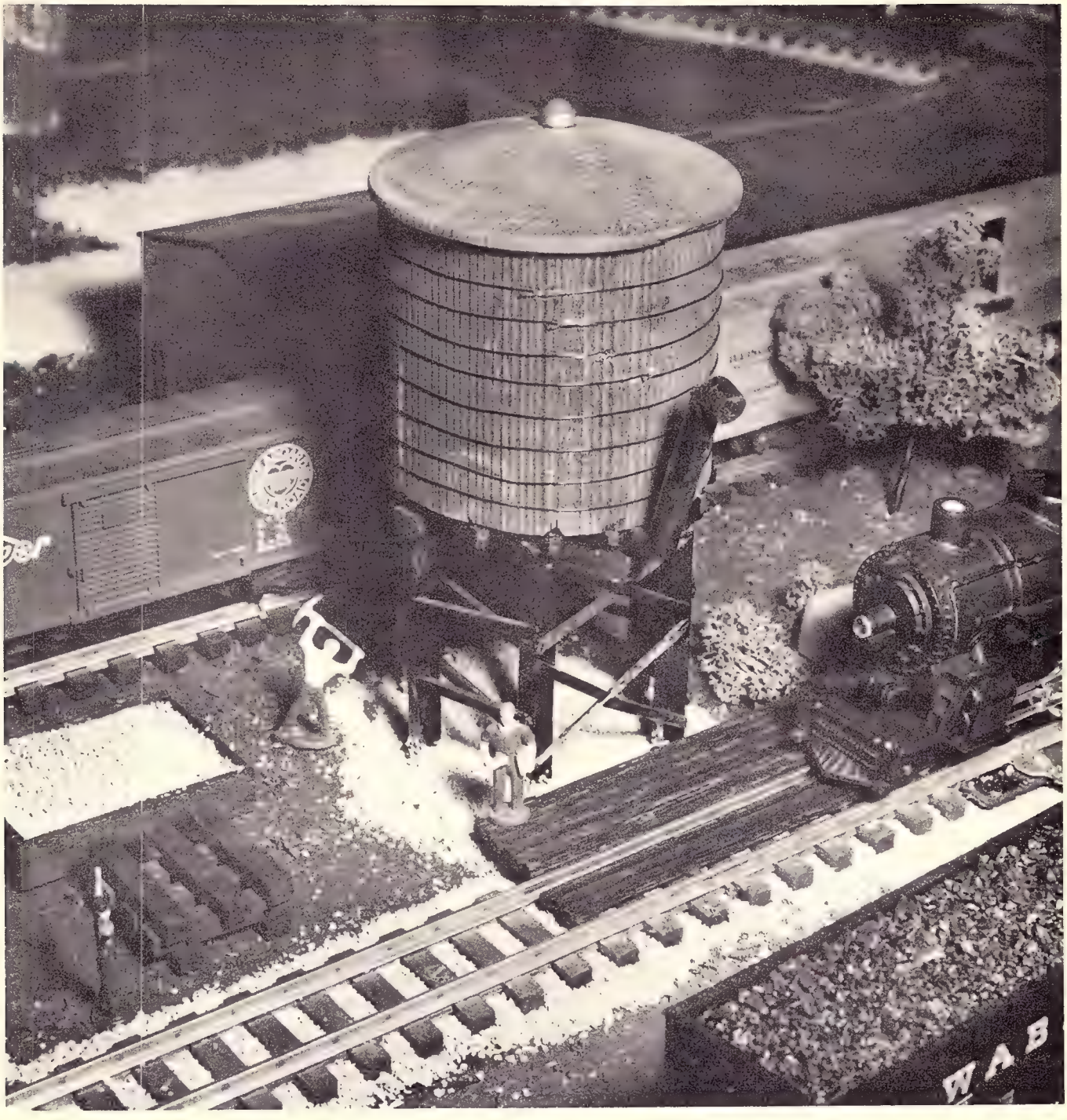
right of way
STRUCTURES

Here's how Robert W. Preston of Chicago made his S gauge layout into a real hobby railroad.



THERE'S a big difference between owning a train set and owning a real hobby railroad. Chicago's Robert W. Preston has taken his American Flyer S gauge equipment and created a real railroad out of them which he calls the J.T.&J.L. RR.

Preston uses Gargraves stainless steel flexible track for his road, and its wooden, closely spaced ties contribute much to the appearance of the J.T.&J.L. All of the road's track has been ballasted with real ballast, available at local hobby dealers. Since Gargraves track can be bent into any desired radius, Bob Preston was able to use the widest possible curves on his layout. The wider the curves, the better the operation especially at high speeds.

The J.T.&J.L. operates on several levels, the mountain division going right through a big plaster and wire screen mountain. The layout measures about 5' x 12' and is located in the basement of the Preston home. Most of the buildings on the road are scratch built. The water tower, for example, was made by scoring deeply strips of very thin balsa wood with the grain to create an individual board effect. These strips were cemented to a cardboard mailing tube and then wire straps added. The base of the tower was built up of wood strips.

The tool shed, shown at left, was made from wood and the overlapping construction was actually made from individual boards. The door slides shut on overhead rollers.

Coal for the hopper cars is the real thing and had to be crushed, screened, washed, and glued in place. Loads of real coal for American Flyer hopper cars are also available in one piece close fitting sections from Ecco Products.

Most of the rolling stock is American Flyer but several home built cars will be coming out of the company shops shortly.

One of the largest model railroads in New York City is the giant Lionel Showroom Layout. Here the new Lionel items are first shown to the many dealers and distributors. Many of the structures shown were built from kits or were scratch built. Note how tracks are drawn on control board.

you can build this TRAIN TABLE

Year round railroading is yours when you have a sturdy, versatile table of Masonite Peg-Board and lumber. Perfect for ready-to-run trains in any gauge; in cellar, attic, spare room.

LEFT: Lyle H. Patton, and son Richard, put the finishing touches to their basic train table. 1"x6" lumber was used for the frame, while the top is a 4'x8' sheet of Masonite Peg-Board. Full construction details are shown on P. 80.

ABOVE: The three Pattons, Lyle, James, and Richard, are justifiably proud of their new train table and with good reason. Masonite Peg-Board permits wires to be carried under table. Table folds up, out of way when not in use.

YOUR Christmas train set won't become a hobby railroad until you are able to set it up permanently for year round operation. Recently, when Lyle H. Patton, of Chicago, wanted a year round train table, he found that he had room in his basement for such a setup. A trip to the lumberyard followed after he figured out exactly how much lumber he would require. Your lumber yard dealer can help you figure out your requirements if you tell him how big your table is going to be. Be sure to take into consideration the diameter of your track. Mr. Patton chose to make his table 4' x 8' for reasons we'll go into further on.

He used sturdy 1" x 6" lumber for the frame and legs with cross supports about every 16" of 1" x 4" stock. Ask your lumber dealer for a cheaper grade of wood which will not warp.

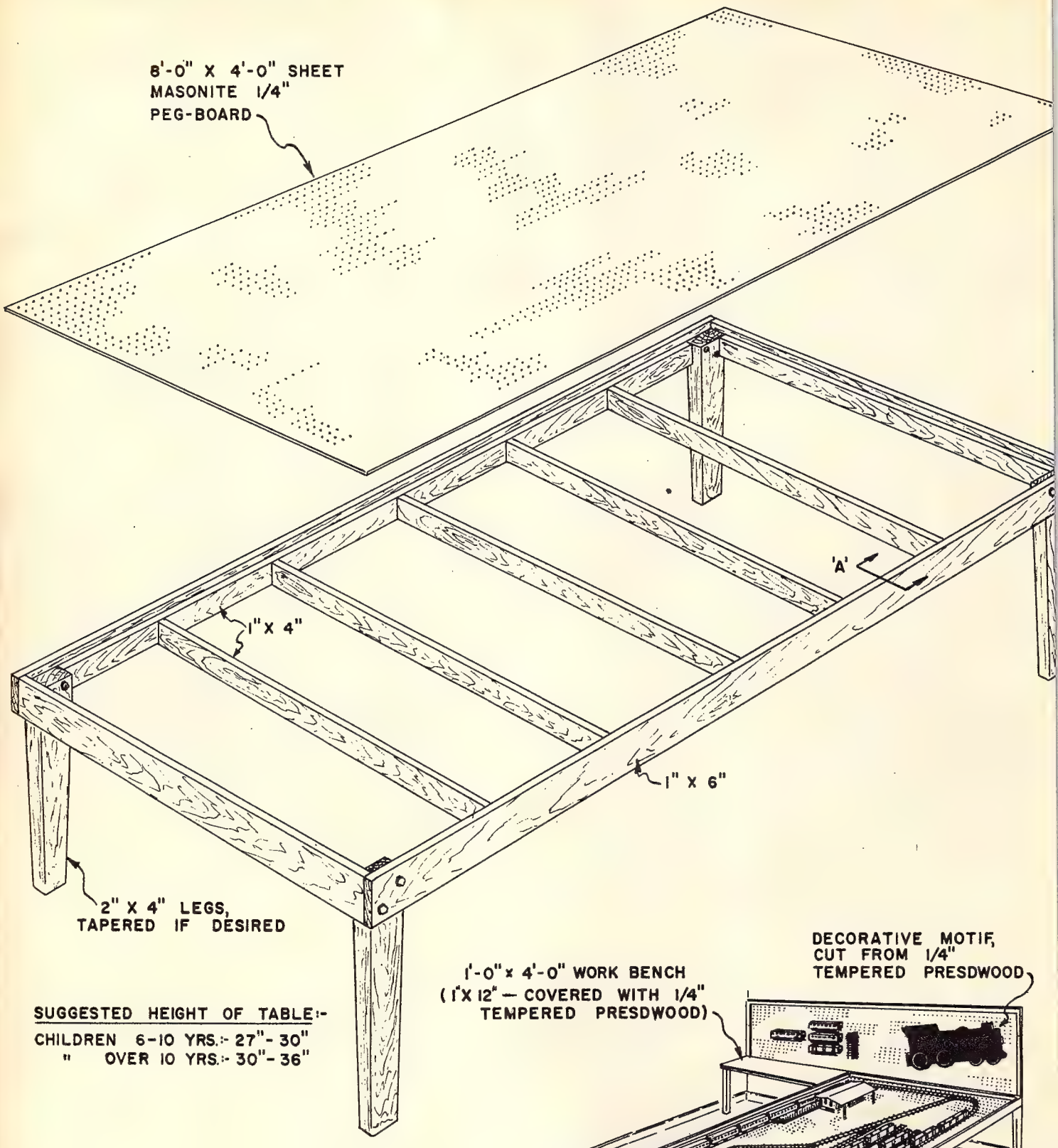
The table height can be between 27" and 42", depending on the age and height of the operators. Remember that small fry can always stand on boxes but your neck might get pretty stiff from excessive stooping. Bolt the legs to the frame.

Masonite Peg-Board was chosen for the table top because it does away with the need for future drilling or nailing. There are plenty of convenient holes for inserting wires so that these wires can be run underneath the train table, out of sight yet easily accessible.

Since Masonite Peg-Board comes in 4' x 8' sheets (as well as several smaller sizes), Mr. Patton chose this size for his train table. This size is excellently suited for Lionel, Marx, or American Flyer trains, as well as for any of the popular makes of HO ready-to-run trains which use Snap Track.

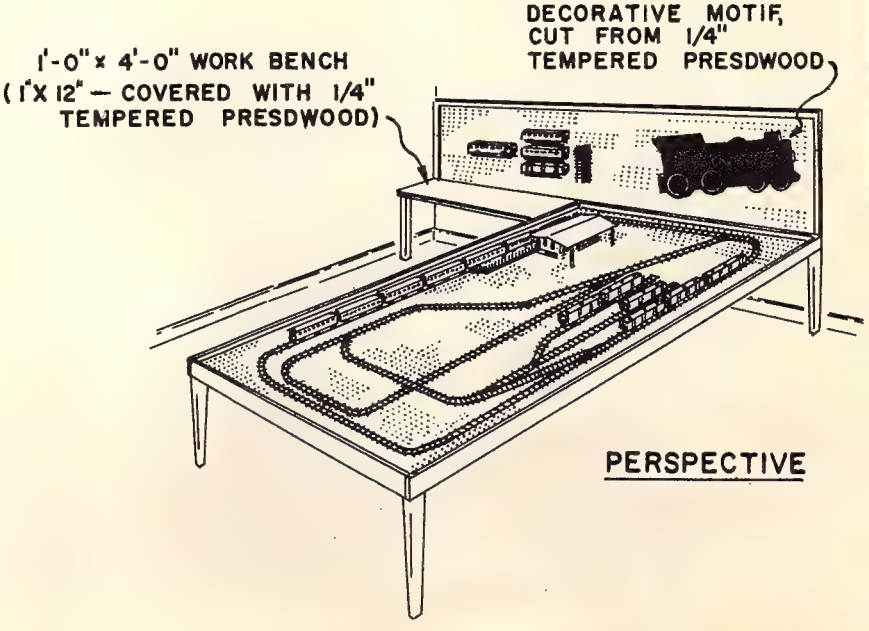
The construction drawing shown on the opposite page shows a typical train table and how it is fitted together. The Patton table is somewhat more elaborate in that it can fold up against one wall of the basement when not in use. As a result, the Patton table instead of having four legs, has only two hinged legs. The opposite side of the table is hinged to a small shelf built onto the wall.

Built into the back of the Patton layout is another sheet of Masonite Peg-Board which serves as a place to hang accessories not in use. Many of the more than 60

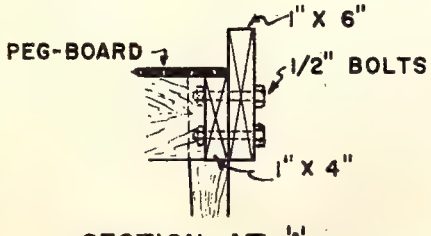


SUGGESTED HEIGHT OF TABLE:-

CHILDREN 6-10 YRS.:- 27"- 30"
" OVER 10 YRS.:- 30"- 36"



PERSPECTIVE



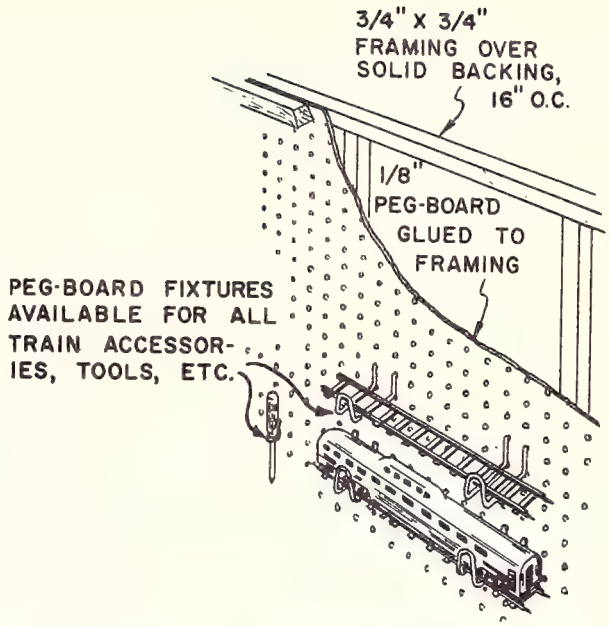
SECTION AT 'A'

different Masonite Peg-Board fixtures are suitable for hanging and displaying your extra equipment. The photo shows how this has been done.

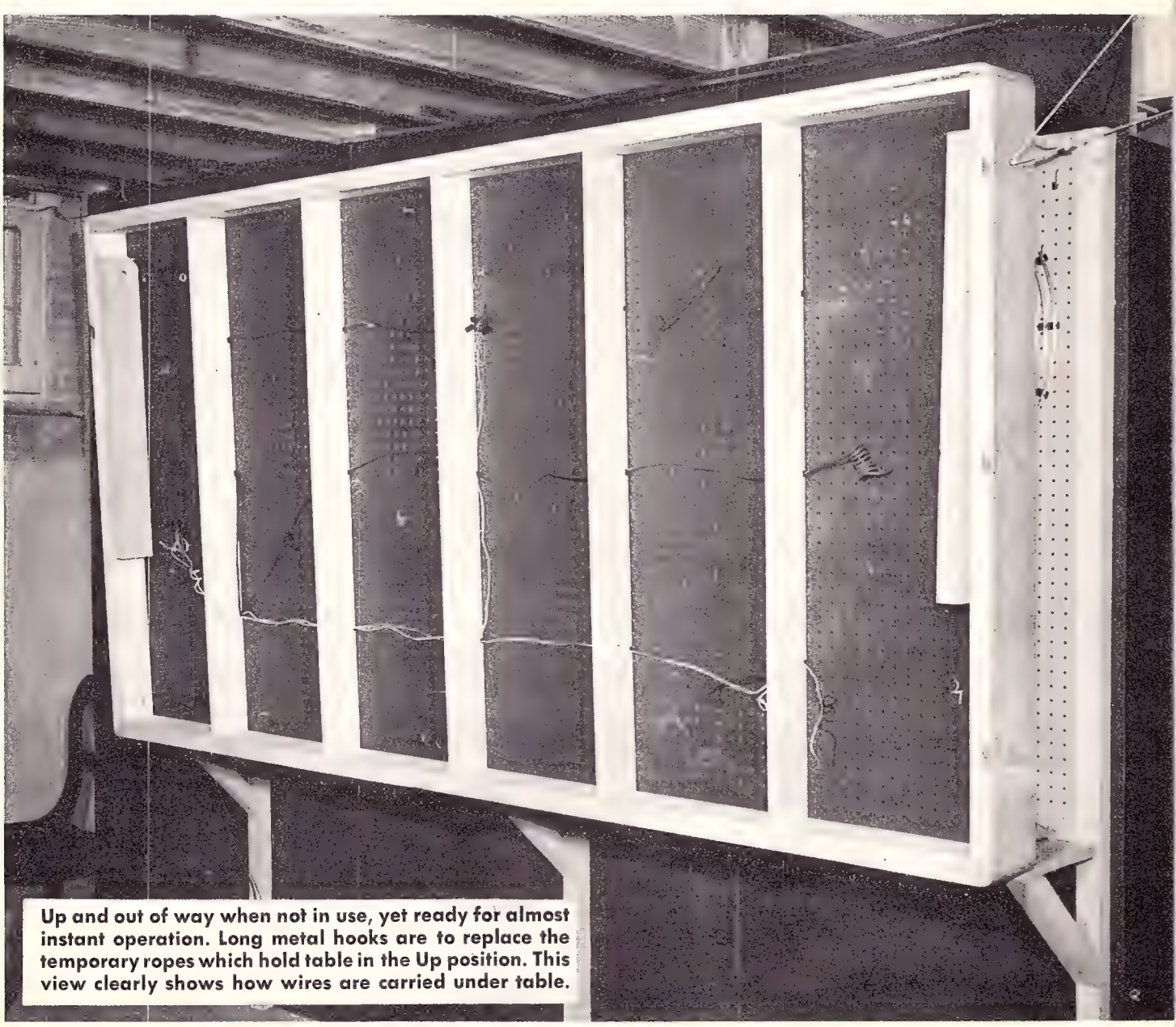
Once you start laying your track on the Masonite Peg-Board surface, you'll understand some of the reasons behind Lyle Patton's thinking. Track and accessories are easily fastened in place with wire. As new items are added, the wires are simply run into any of hundreds of holes and connected into the existing train set. There are no new holes to drill, nor must anything be ripped up.

The table is best painted in a light color although many modelers traditionally prefer green. The problem of what kind of scenery to use is of course up to the builder. The simplest solution would be to use one of the simulated landscape papers which will hide the holes.

Two or more such train tables can also be fastened together with little difficulty, should your railroad empire expand. Use standard sized Masonite Peg-Board sheets to join as many such train tables together as you may have room for.



DETAIL OF WALL PANEL



Up and out of way when not in use, yet ready for almost instant operation. Long metal hooks are to replace the temporary ropes which hold table in the Up position. This view clearly shows how wires are carried under table.

Scenery such as shown here is easy to make when you know how. Here are some pointers to help you get started correctly.

SCENERY IS EASY

B&ORR Photos

Natural looking hills and mountains are made as shown at left. Mountains in photo above are actually hollow. Shrubs are dried Norwegian lichen.

Here's how mountains are made, using roughly shaped wooden supports over which wire screen is tacked. Then a plaster mix is spread over the screen.

ONCE your train table has been built and your track put in place, you'll want to start putting in scenery. If you have admired the scale layouts of the model builders, you might have wondered how they contour the scenery so realistically. First they take wood scraps and create a skeletal framework roughly the shape of the hills and mountains they want. A jig saw can be used to cut small wood pieces to more accurate shape. These wood pieces are nailed or screwed in place on the table. Wire screening (used screening is best 'cause it's cheapest) is then tacked to the wooden frames.

Over this is placed some kind of plaster mix. One of the best, and least messy, is sold by your hobby dealer under the trade name Permascene. It's mixed with water and smeared into place with a dime store trowel. Full instructions are on the package. Ordinary plaster is not recommended because it dries too fast, chips easily, and doesn't have the right texture. Some builders like sanded plaster, available in hundred pound bags from lumber yards. The dried plaster can be painted in earth colors, but whatever colors you use; be sure to mix them up as nature does.

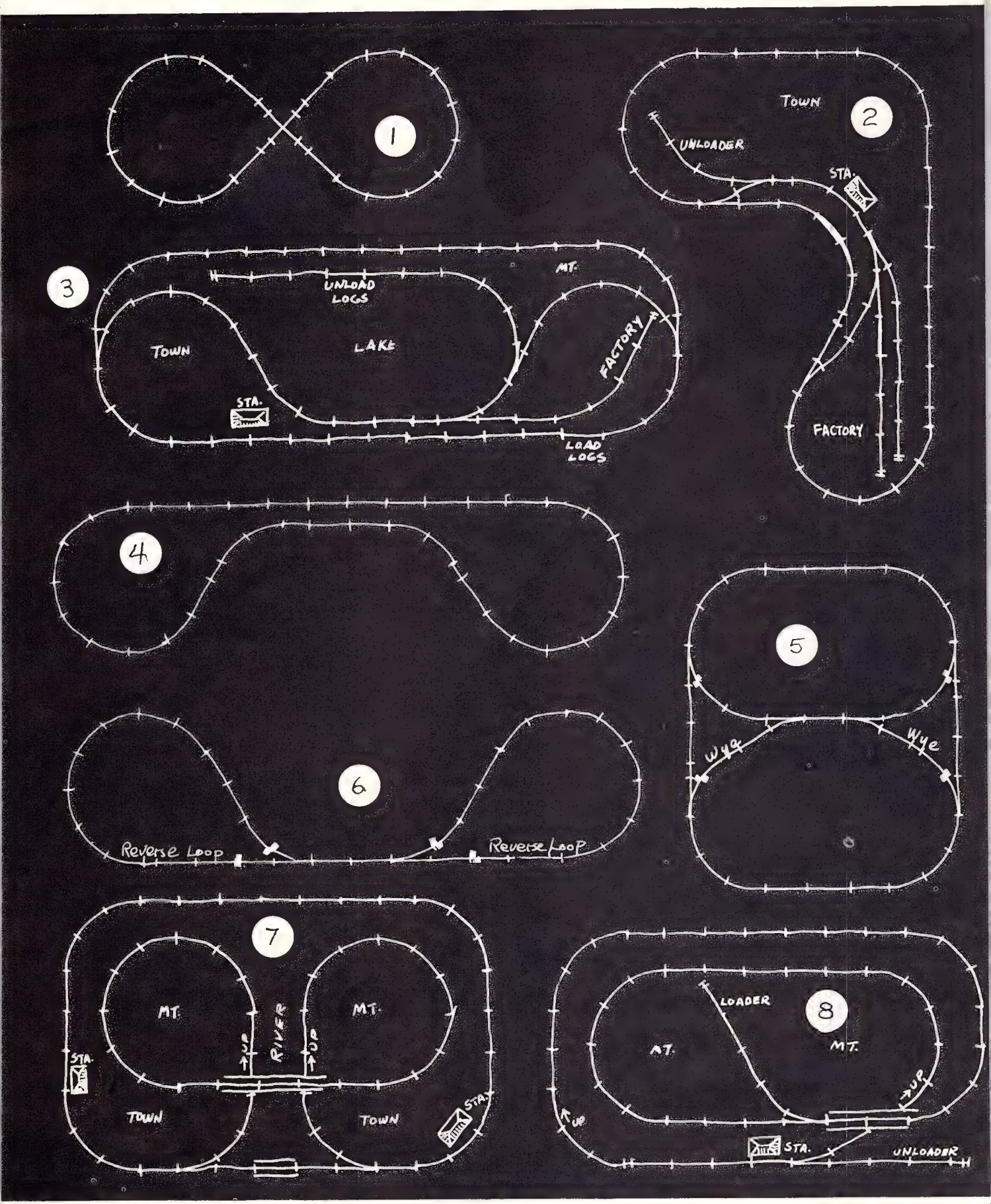
This photo shows how the thousands of trees were installed on the Baltimore & Ohio Railroad's layout at their Museum of Transportation in Baltimore. Heavy green paint was used to bond the trees and shrubs to the plaster earth. Looks real.

LINKING 13 GREAT STATES WITH THE NATION
B&O

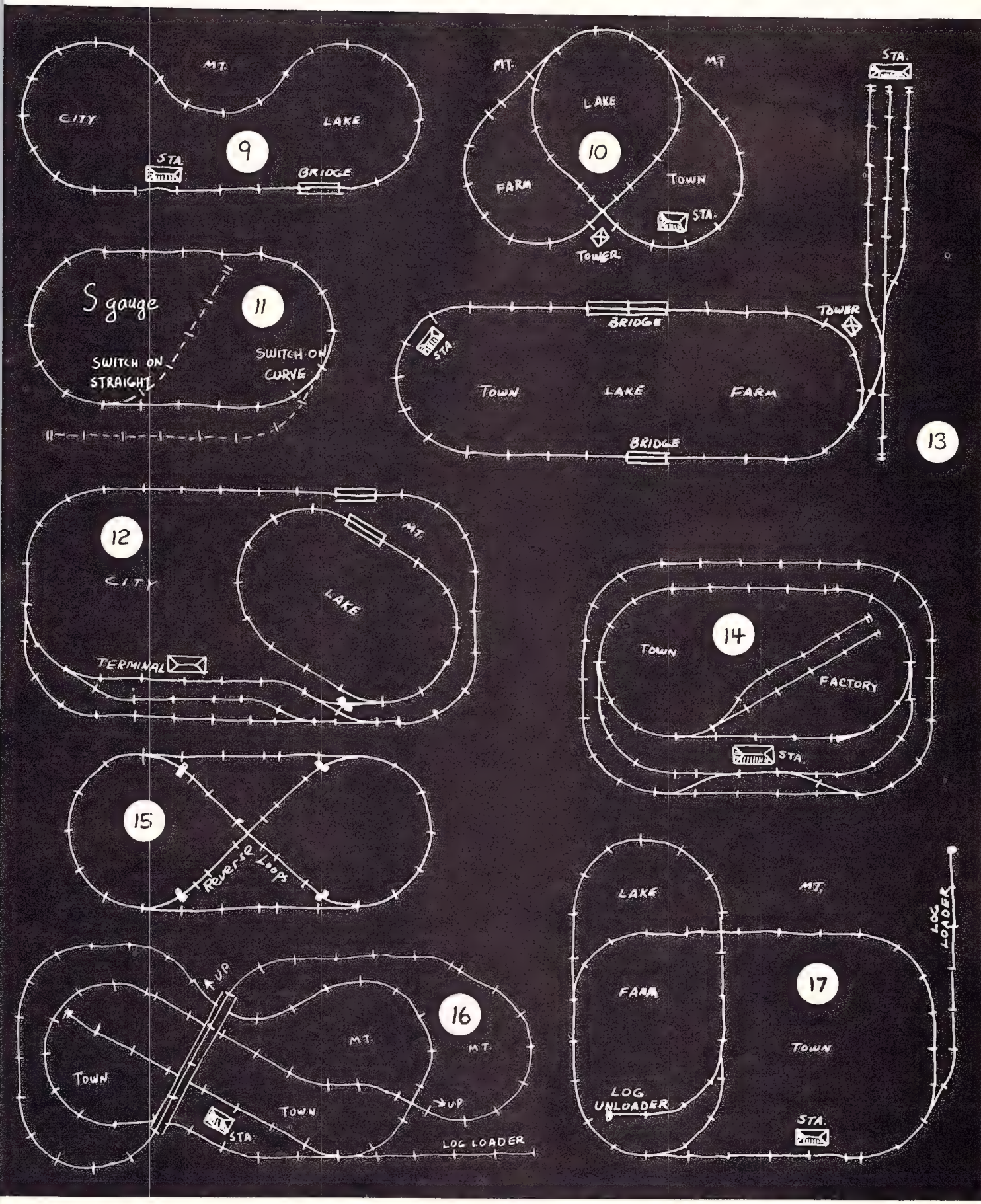
Model layouts built up against a wall can take on the appearance of being much larger by painting mountains, rivers, and other scenery right on the wall. Background colors should gradually become paler, as you were taught in art class.

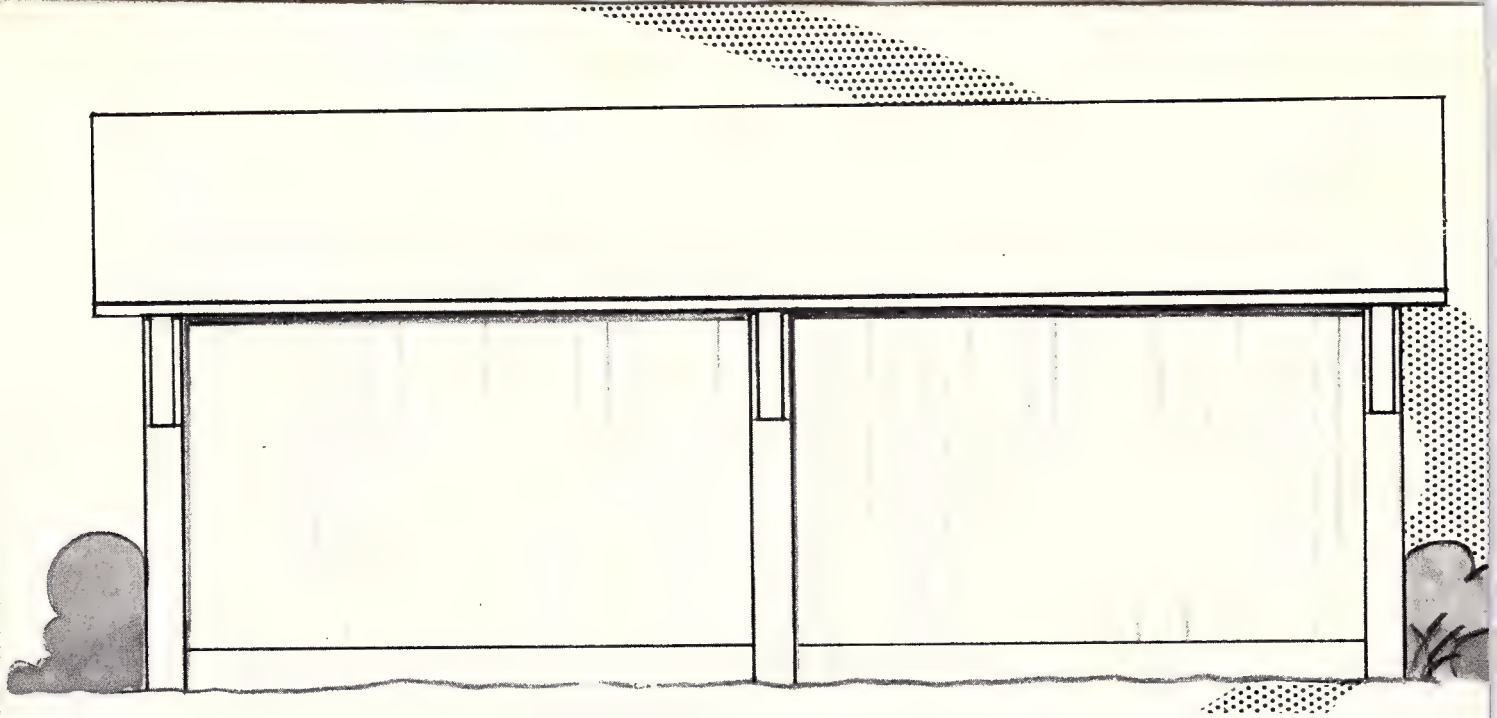
Here's the finished layout and isn't it a honey? Those trees look just like the real thing and can you tell where the real scenery ends and the painted background scenery starts? All buildings shown were built from kits for the B&O layout.

Toy Trains Layout Sketchbook



S GAUGE LAYOUTS



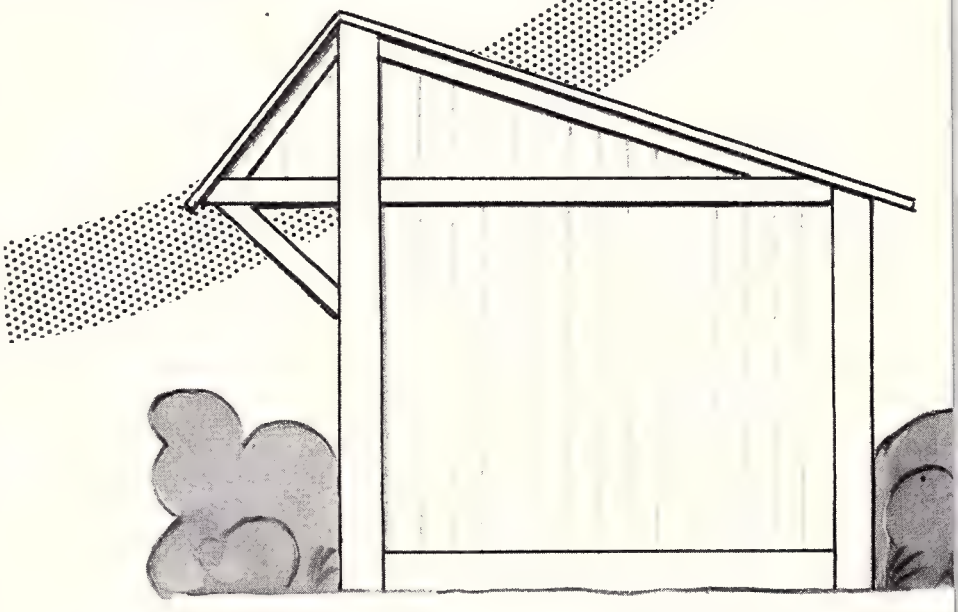


FULL SIZE FOR O GAUGE. REDUCE ONE HALF FOR HO SCALE.

HERE'S an oldtime wagon shed such as is still often seen in rural sections of the country. It's easily made from either cardboard or wood sheet, with wood strip bracing. The plans are drawn full size for O gauge use, which is also suitable for 0-27 and S gauge.

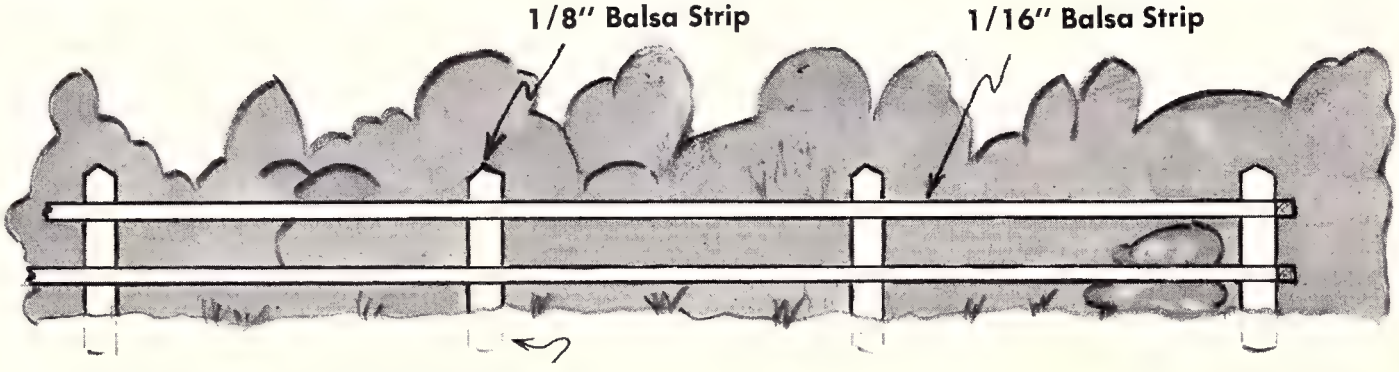
The structure has only three walls: the back and two identical sides. There is also some bracing, made from wood strips, and the sheet wood or cardboard roof. While the best looking model would be made from model railroad sheetwood (see your hobby shop dealer), a good miniature can also be made using heavy cardstock such as bristol board. The bristol board must be scribed every ⅛" to simulate planks. Use a good modeler's knife, such as X-Acto, for the cutting. Paint in a weathered color.

The fence is another easy project, made from balsa or basswood strips, cemented to uprights of heavier stock.

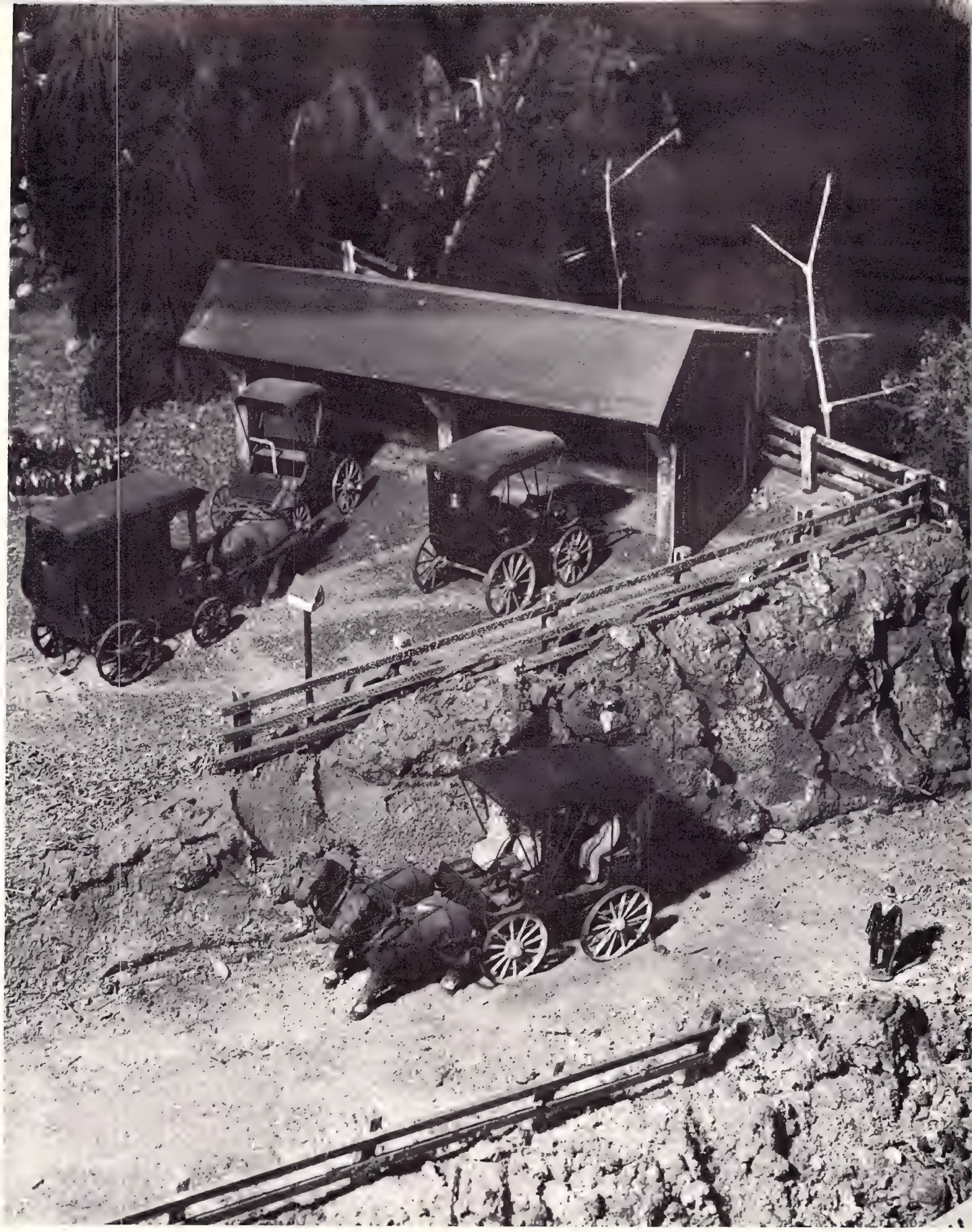


You'll still find sheds like this in use in our rural areas, often housing the latest in modern automobiles. It's an easy item to make.

simple fence



Imbed posts in plaster or table top.



A Shed For Wagons

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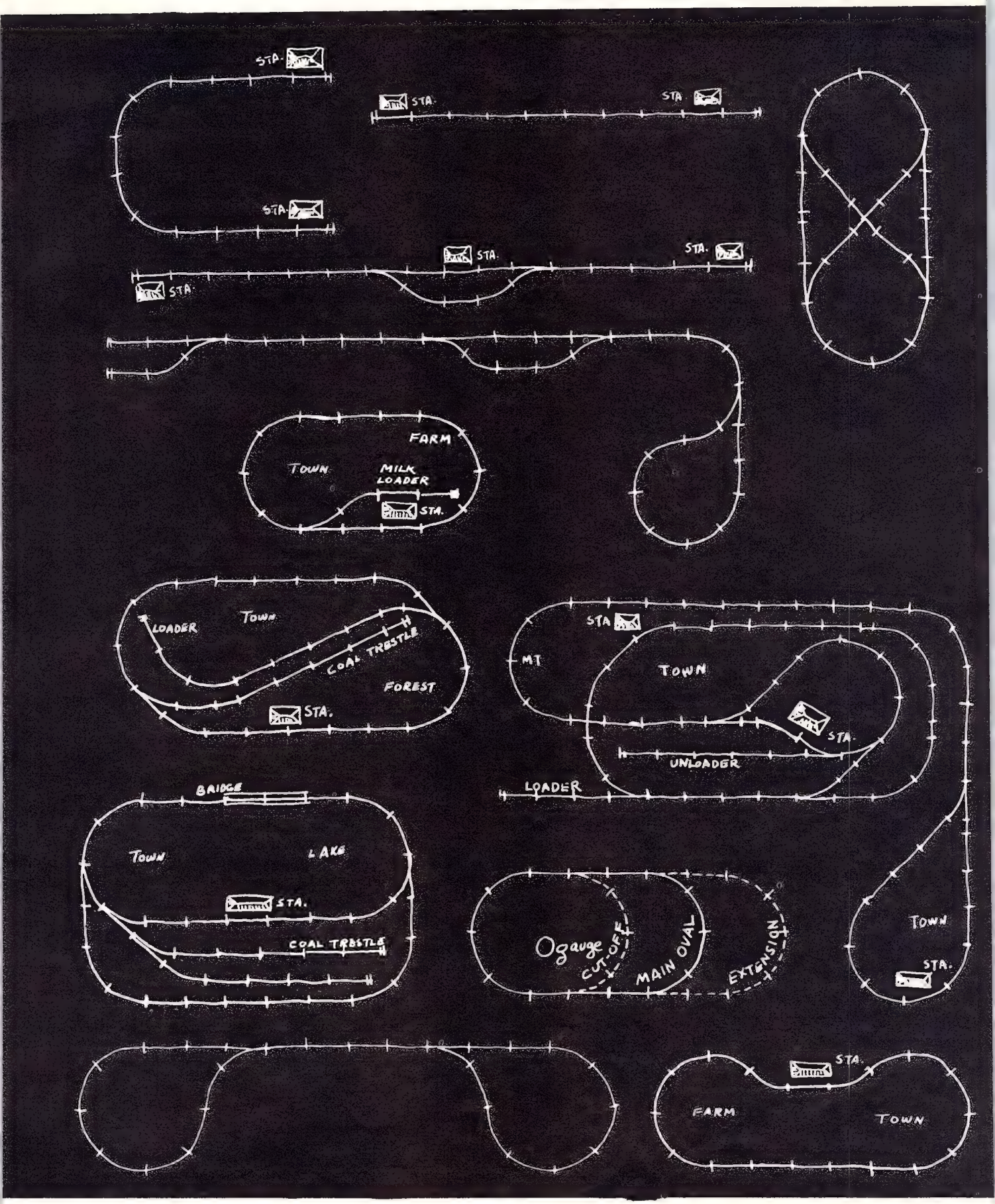
Toy Trains Layout Sketchbook



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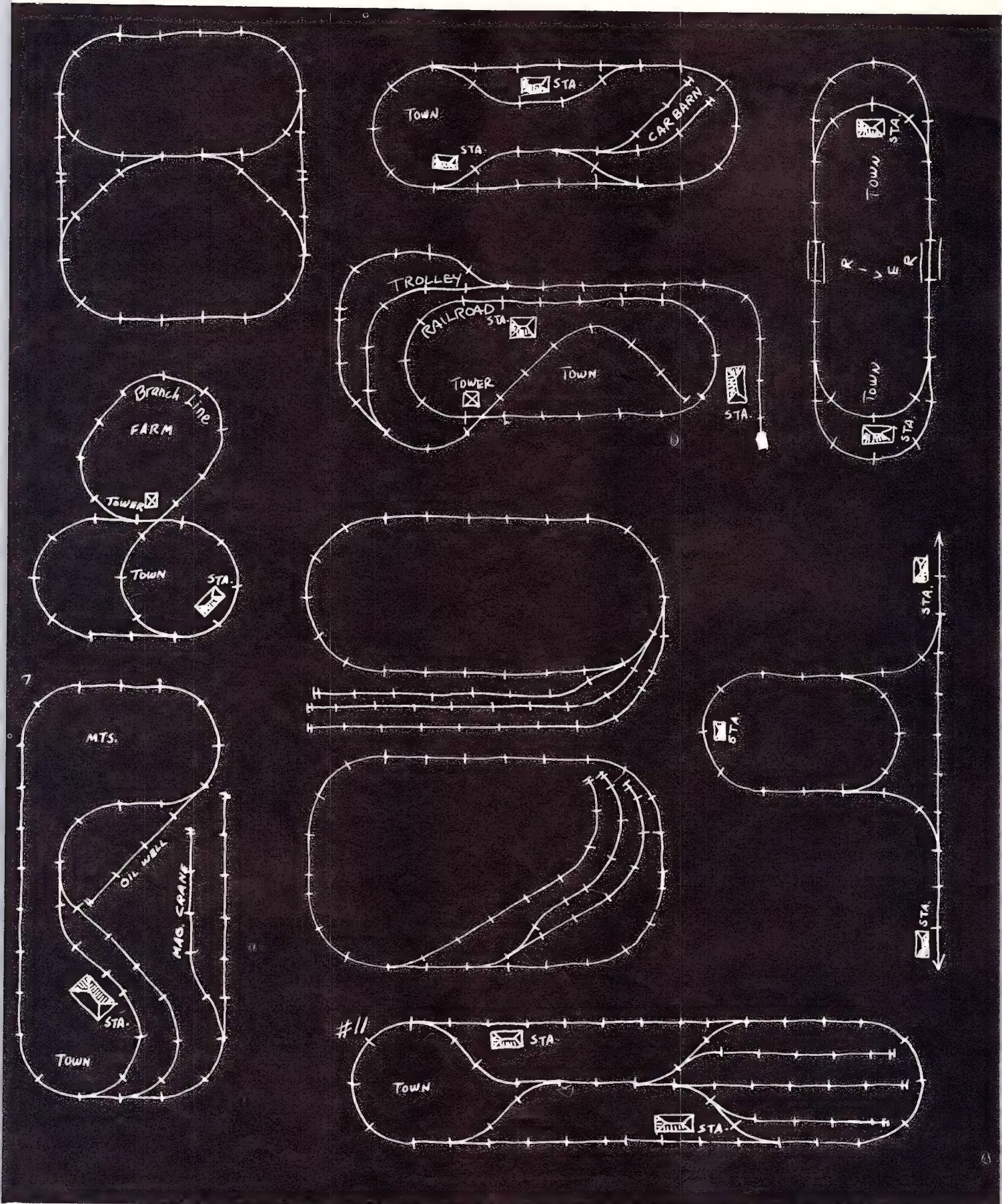

tim plate sez

NEWS ABOUT TOY TRAINS

Howdy Fellers. It sure feels great to have **Toy Trains** back again and in a magazine that's really bigger than ever. The editors tell me that even most of the stuff appearing in the Craftsman section of the magazine is just as good for us Hi-Railers as that which appears back here. And having seen a lot of the material in the rough, and material scheduled for early issues, I can say that they're right.

BROADEN YOURSELF

Probably the thing which most marks a hobby railroader from the fellow who just plays with electric trains under a Christmas tree or even on a ping pong table, is the variety of his equipment. Most hobbyists quickly discover that they can add a tremendous amount of variety to their pike by using equipment from a number of different manufacturers. For example, your Lionel equipment quickly takes on an almost scale look when you switch to Gargraves T rail track with its real wooden ties. In fact, many scale O gaugers use this same track but with either two rails or outside third rail, rather than the center third rail. For ordinary use, the regular Gargraves track is swell. If your layout is in the basement where it might get damp, we'd recommend the stainless steel track which won't rust. Gargraves track will mate with regular O and 0-27 track. It comes in three foot straight sections, which can be bent to any radius you like. Its the greatest. Gargraves track is also available in S gauge for use with Gilbert trains.

You can also add cars from other manufacturers. Kusan freight and passenger cars are ready to run immediately on Lionel layouts, as are Thomas ready-to-run freight and passenger cars. If you admired the Tyco HO General set (isn't it a beauty?), you can get something very similar for O gauge from Thomas, also ready to run.

After you've been in the hobby for a while and have gotten the feel of minor repairs, and the construction of simple projects, you'll get a big thrill out of building your own cars from kits. Excellent car kits are available in both O and S gauge, although the variety and availability in O gauge is much better. Among the many brands recommended are All-Nation, Thomas, Max Gray, and Walthers. Your dealer will tell you which are the easiest to build, should you have any fears on that score. Nearly all of these real scale cars are available with couplers that will match Lionel and wheel flanges that will run on Lionel track. If you use Gargraves track, you can use full scale trucks with their scale flanged wheels.

STRUCTURE KITS

There are plenty of structure kits available for O and S gauge, too. S gaugers can use O gauge buildings with little fear of their being too big. A small building in O gauge makes a nice big building in S gauge. Some excellent factories are offered by Suydam and its a wonder that more of these aren't seen on layouts. He's got a mine building of corrugated metal, which is a toughie to build because it requires soldering together. Actually, the soldering is very simple and the mine goes together easily. Some day we'll have to show you how to solder since it is a useful skill, not only in model railroading but in home repair jobs, too.

Suydam also has a trackside grain mill that's a honey. It comes complete with bags of wheat and assembles very easily. Some dealers might still have the old Skyline building kits in stock, which also make up nicely but they are no longer made.

Many of the plastic ready assembled structures are also excellent, especially if repainted with non-shiny paints.

All-Nation has several interesting bridge and trestle kits. Trestles always fascinate the visitors, especially when a heavy freight comes around a curve onto the splintery looking structure. They look tough to build but really go together easily.

A visit to your hobby shop will also bring to light loads of special scenery items that make an ordinary layout into a real model railroad. Imported Dinky Toy automobiles come in a wide variety of American prototypes including Studebaker Commanders, Ford sedans, Hudsons and many other makes. And there are figures, wagons, trees, grasses and shrubs, street lamps, and myriads of other juicy items. Coming issues of **Railroad Model Craftsman** (in the **Toy Trains** section) will show you how to make full use of these items, often making tiny changes to create something entirely different. That's where the real fun of model railroading comes in.

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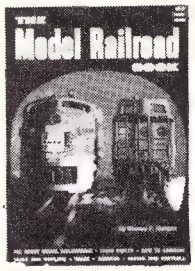
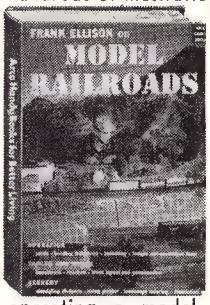
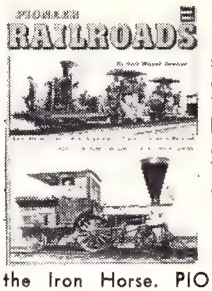


The MODEL RAILROAD BOOK by Commander Warren Morgan is a must for all miniature railroaders who prefer to operate Hi-Rail layouts using Lionel, Gilbert, and Marx equipment. Here you'll learn all the tricks that'll convert your toy train layout into a real hobby railroad. 27 exciting chapters tell how to build a train table, how to create scenery, have two or more levels, get started, build kits. There is data on wiring, bridges, tunnels, cuts and fills and much, much more. This book is jam-packed with drawings, photos, and data that make model railroading easy. Author Morgan has appeared in the pages of RAILROAD MODEL CRAFTSMAN many times; is the original authority on Hi-Rail model railroading. Also an excellent book for the scale modelers. 144 pages, hard cover, with hundreds of illustrations. Price $2.00



For the advanced model railroad hobbyist, FRANK ELLISON ON MODEL RAILROADS is a book that will benefit all modelers. The author, builder of one of the world's best known model railroads, devotes the first half of this book to specific instructions for operating a model railroad in accordance with prototype practice. The remainder of the text gives highly detailed accounts of benchwork, track, and scenery construction. This work is clearly written, with numerous photographs and diagrams. In this book you'll learn how the Delta Lines was built and you'll learn techniques by one of the masters in the field, techniques you can easily learn and adapt to your own model railroad. RMC and TOY TRAINS readers know Ellison. Here is even more. 144 pages, hard cover and colorful jacket. Price $2.00



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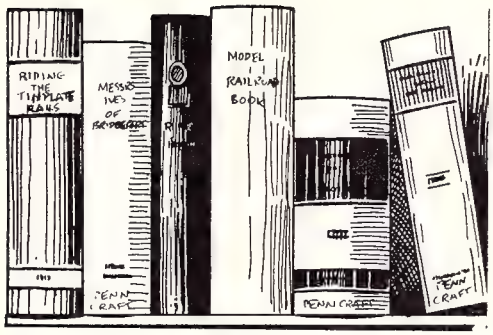


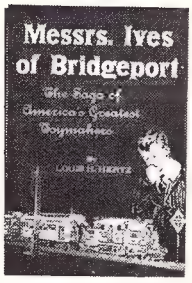
GREAT BOOK NEWS

A fascinating excursion into the history and development of toy and model trains down through the years. Fascinating data on all of the great tinplate manufacturers through the years: Ives, Lionel, American Flyer, Dorfan, Carlisle & Finch, Fandor, Bing, Marklin and many, many more. See how an infant toy business grew into the multi-million dollar toy train industry and how scale modeling started. You'll find hundreds of illustrations that'll help identify valuable old collector items which you may own. RIDING THE TINPLATE RAILS is written in Louis Hertz's own delightful style. Said by many to be his greatest book! 279 plus vii pages. Bound in dark green cloth complete with colorful dust jacket. A MUST for every collector!

Price $4.95

The author, Lawrence W. Sagle, wrote this book in answer to questions he asked himself as a youth. WHAT MAKES A LOCOMOTIVE GO is a book belonging in every railfan's library. Here is information which is rapidly becoming lost as the steam locomotive disappears into a bygone era, to be supplanted by the diesel and turbine locomotives. WHAT MAKES A LOCOMOTIVE GO goes step by step through the varied controls of the steamer, leaving no doubt what the many parts are for and how they are used. A must for anyone who builds his own steam locomotive models! Only a limited quantity of these are left! Plenty of illustrations: photographs and drawings. Blue cloth cover, 112 pages. Formerly sold for $2.00, now a closeout.

Price $1.00



If you ever owned or saw any Ives equipment, you'll want to own MESSRS. IVES OF BRIDGEPORT, a book that gives the whole history of one of the true pioneers in the tinplate train and toy field. This fascinating history of the Ives family takes you through the entire cycle of Ives manufacture, up until their acquisition by Lionel. Hundreds of clear illustrations that make identification an easy matter. This book takes you through the different periods so that you can learn to spot cars as to period by their method of construction. Written by Louis H. Hertz, acknowledged as one of the foremost authorities on tinplate railroading. Here is a tremendous book that will take you back to the days of tinplate, lithography, and brass trim. Cloth bound, 160 plus xv pp.

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Here is the only authoritative work on the subject of old American Toys. THE HANDBOOK OF OLD AMERICAN TOYS, by Louis H. Hertz, is a necessity for every collector, antiquarian, and student of social history; a wonderful adventure for anyone who would recapture the magic of childhood play. This volume contains over 500 illustrations of toys from the 1860 period on through the 1930s. Early tinplate railroading is covered in a concise and informative manner, giving a clear picture of the role played by toy trains through the years in the toy field. Here is Hertz at his best in a book that brings back those old years! The many illustrations are vital to any collector who needs to identify items in his collection. Cloth bound, 119 pages plus vii pages.

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Here's a veritable catalog listing hundreds of old toy banks. MECHANICAL TOY BANKS, by Louis H. Hertz, is a must for every serious collector, historian, or bibliofile. Never has such a complete listing of these delightful toys ever been compiled in such informative, comprehensive, and interesting a manner. Hertz's research on this volume took years and much of the data is based on items in Mr. Hertz's own extensive collection. MECHANICAL TOY BANKS is a limited edition. Only 300 copies are available, numbered and each having Mr. Hertz' own signature. You'll be amazed at many of the listings. There was no end to the ingenuity used by the early makers in producing banks which junior, and perhaps yourself, would find fun to use.

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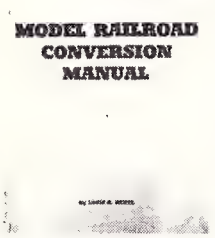

Thought to be out of print for years, here is a limited quantity of a famous book on tinplate building. MODEL RAILROAD CONVERSION MANUAL, by Louis H. Hertz, contains complete plans and instructions for rebuilding old toy trains into more realistic and powerful models. Here's the book that shows you how to convert your O gauge toy trains into real scale models for 2-rail operation. Hints on toy train repairs, converting to DC operation, Lionel locomotive gears, tools. Shows how to convert tinplate locomotives easily into many types: 0-6-0, 0-8-0, 2-8-0, 2-10-0, 2-8-2, 4-4-2, and others. Covers Lionel, Ives, American Flyer. Other chapters on freight, passenger car, accessory conversion. 8½"x11", 64 pages, flexible stiff paper work shop cover.

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Continued from page 72

Limited . . . But it was a magical thing, that Chugger; it lasted but three years and was discontinued after the 1935 models. For the year of 1935 only a lucky boy might have, conceivably, a No. 392 or No. 400EW equipped with **both** whistle and Chugger sound effects. This situation, alas, was of short duration.

Having produced a true Atlantic (4-4-2) type in its No. 392, Lionel came forth next with a new standard bearer for the low-priced trade. This locomotive, catalog number 385E, was mostly a smaller version of the No. 392, with reversion to the old, popular 2-4-2 wheel arrangement. Her imitation firebox sides were developed to achieve greater realism than what appeared beneath most toy engine cabs, but the lasting characteristic of this model as appearances go was most likely her handrails' 45-degree intersection with the "steam pipe" on the side rings of the forward boiler section. By then, Lionel featured red lamps in the fireboxes of their engines, which cast a ruddy spell at night when you turned off the lights in the room where your train set lay. This feature was not, of course, unique nor exclusive with Lionel.

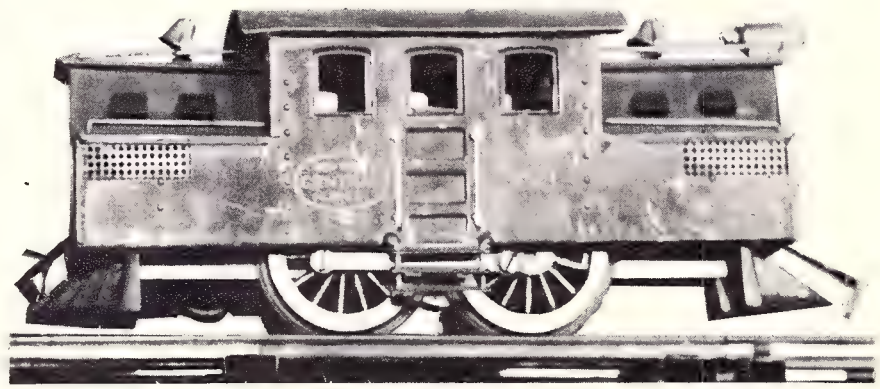
By now, the omission of mention of the best known Lionel steamtype must be apparent. The No. 400E locomotive had been very much on the scene since the beginning of the times with which we are dealing. Various models of this huge 4-4-4, 18½ inches in length, (30½ inchs over all with tender) appeared in black, gunmetal, and blue finishes, the last named of course being designed for use with the famous Lionel "Blue Comet" cars. Thus, Lionel had re-opened the "steam" era in toy traindom with great fanfare; they put their utmost into the No. 400.

Copper, brass, and nickel trim appeared in extra large quantities on the sides of the giant. Her many details, if you remember, included simulated air pumps which were rather oddly placed —on the side of the firebox, just outside the cab! The six-wheel truck-equipped Vanderbilt style oil tender had handrails galore in odd places, one of Lionel's marks of distinction being the application of these in almost ridiculous profusion. Green "pilot" lights shone forth from beside each suggestion of a running-board ladder above a monstrous red pilot. Number plates were illuminated from either side of the boiler by the headlight lamp.

Perhaps **you** were the boy who received a sample of this king among locomotives during those depression years. No doubt about it; for sheer impressiveness the No. 400E cut a never-to-be-forgotten pattern of bulk and light as she charged over the tinplate track. Her Vanderbilt tank may have been a far cry from the tenders of the New York Central's "20th Century Limited" Hudson racers, and the No. 400 herself was an equally long distance from being a true duplicate of the Jersey Central's Pacific which hauled the actual "Blue Comet" train to the seashore. But in tinplate practice, these were not deterrents to placing her, in sets, at the head of the deluxe steam-powered leaders of the Lionel fleet. We did not question such matters of precise authenticity in those more innocent years. Indeed, why should we have done so? These locomotives breathed enough for our eyes, and suggested the power of any crack train which we might choose in imagination to burnish the rails of our model railroad empires.

And therein, for us, lies what is best in the Standard gauge steam-types of Lionel, of those not so long gone years. After 1935, Standard started into its eclipse with Lionel and other makers. Soon, latter-day steam types in "O" gauge took all of the prominence once enjoyed by the larger equipment. A more literal age of electric train manufacture arrived, with 700EW Hudsons and B6sB Pennsy switchers . . . Probably it is the curtain of charity of Time, but despite their squatty designs and numerous shortcomings, their composite borrowings of the features of many locomotive prototypes and the failure to accurately reproduce the whole realism of any one, these older engines are to us the epitome of the railroad spirit of the so called "standard weight era" on American railroads. For thick, heavy flavor and the personification of all the wonder and glory of railroading when we were young, the Lionel engines have no peers.

Lionel 53



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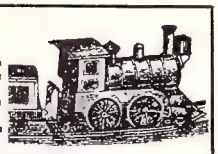

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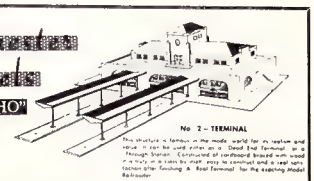

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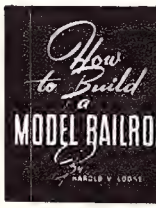

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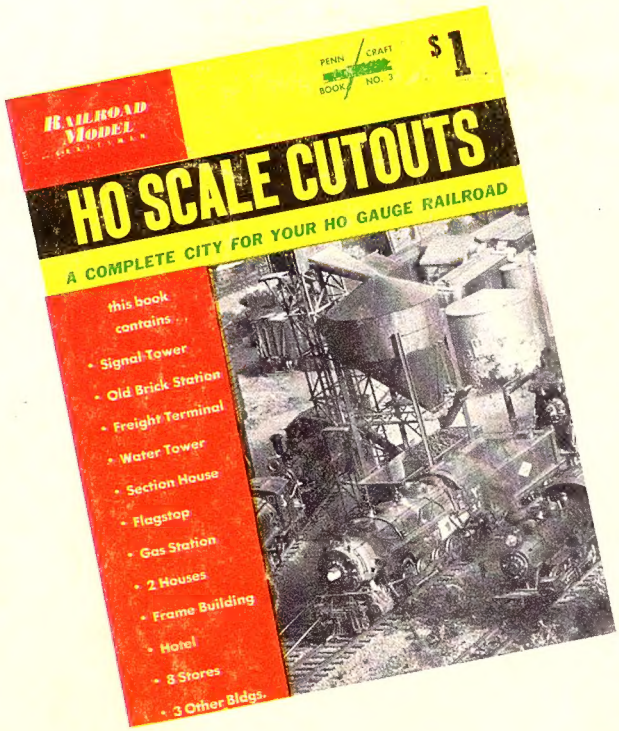

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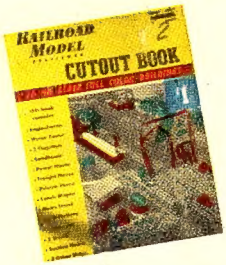

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